



CINDERS



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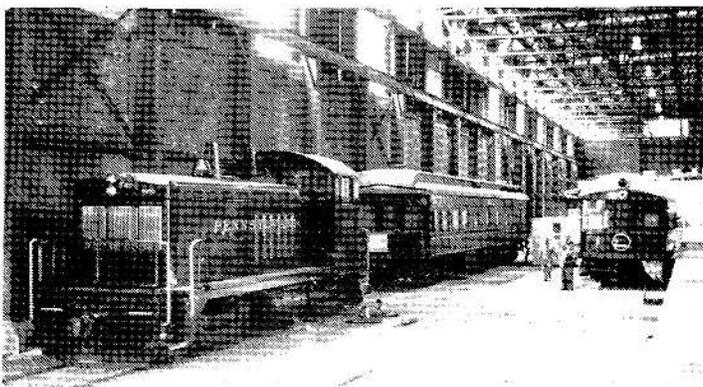
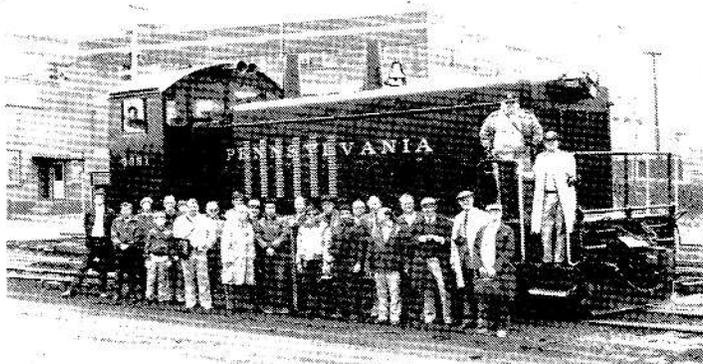
PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

Chapter Visits Juniata Terminal



Top, Chapter members pose for a group picture with NW2 switcher #9251 during April 18 tour of Juniata Terminal Company in North Philadelphia. Interior view of JTC's ex-Pennsylvania Railroad freight station reveals engine #9251 and private cars Independence 1 (left rear) and GM&O 5. JTC owner Bennett Levin's Pennsylvania 120, currently under restoration, is out of sight behind #5 --PHOTOS BY BENNETT LEVIN (TOP), FRANK TATNALL

Twenty-six members and friends of Philadelphia Chapter last month toured one of the Philadelphia area's least-known railroad landmarks, the Juniata Terminal Company. The April 18 outing was hosted by JTC Owner Bennett Levin and his son Eric, a Chapter member, who purchased from Conrail the former Pennsylvania Railroad Fairhill freight station and adjacent trackage at B & Venango Streets in North Philadelphia. After performing major repairs on the cavernous building, with its three interior tracks, they now operate it as a storage and maintenance facility for private railroad cars.

In addition to enjoying coffee and doughnuts, the visitors were treated to the sight of three private cars and an ex-Detroit Terminal Railroad NW2 diesel switcher, expertly repainted and lettered "Pennsylvania 9251." The 1947-vintage Electro-Motive unit was later fired up by Eric Levin and moved outside for photographs. Adding to the PRR atmosphere is a large tuscan red sign adorning the building, which can easily be seen from passing trains. The Levins plan to install an even larger illuminated PRR-style sign in the near future.

While two other heavyweight private cars occupy the building, the star attraction is the 1928-vintage Pennsylvania 120, owned by Bennett Levin and currently undergoing a complete rebuilding from the trucks up. Though the heavyweight car will be fully modernized both electrically and mechanically, its exterior and interior appearance will be faithful to the period when it served as the premier office car for PRR's top executives. Work has been in progress for nearly two years, and Levin hopes to complete the restoration of #120 in time for a journey to the annual convention of

the American Association of Private Railroad Car Owners in Pittsburgh, scheduled for October 8-11, 1987. He also plans a local tour on SEPTA lines, to be sponsored by Philadelphia Chapter.

The other two cars currently in residence at Juniata Terminal are ex-Gulf, Mobile & Ohio #5 and the Independence 1, a former New York Central office car, which are owned by outside individuals. Levin, in fact, is seeking additional tenants who wish a secure location to store and service their private cars. He recently purchased former PRR business car #180, the Philadelphia, located in Wichita, KS. Though now in poor condition, the car is considered valuable for its two sets of heavy-duty four-wheel trucks, which are mechanically similar to those of the 120.

Philadelphia Chapter wishes to express its thanks to Bennett and Eric Levin for hosting this most interesting tour of Juniata Terminal. Updates will be reported in future issues of Cinders.

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

CHAPTER OFFICERS:

| | | | |
|---------------------------------|--------------------|----------------------------|---------------------|
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| Vice President & Treasurer..... | David 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 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.

OUR MEETING: FRIDAY EVENING, MAY 15, 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)

The May 15 meeting of Philadelphia Chapter, NRHS will feature NRHS Chairman Emeritus E. Lewis Pardee, as the guest speaker. Mr. Pardee, an early member of the Society, has a vast collection of photographs taken on the pioneer fan trips of NRHS in the 1930's and 1940's, which he will review for our members in a slide presentation. Many long-forgotten electric lines in the area will be featured.

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, MAY 13, 1987 to President Tatnall at 215-828-0706.

Plan to come out on May 15, bring a friend, for an enjoyable look back at the first days of NRHS!

SECOND PRINTING OF DON BALL BOOK AVAILABLE SOON

The Pennsylvania Railroad, 1940's and 1950's was Don Ball, Jr.'s final book and the first printing sold out quickly after its publication in late 1986. Now W. W. Norton & Company has arranged for a second printing of the 204-page all-color book, and Philadelphia Chapter has ordered a supply. It is hoped that copies of the book will be available for sale at the May 15 Chapter meeting, at our discount price of \$38 each.

In addition, the Chapter has in stock Richard Gladulich's recently-published book By Rail to the Boardwalk, a profusely illustrated history of the PRSL and predecessor railroads in South Jersey. The Chapter's special price for this impressive volume is \$40 per copy.

Also now available is Down Along the Old Bel-De1, by Warren F. Lee, at \$34.95 per copy, published by Tri-State Chapter, NRHS, the history of the PRR Bel-De1 line.

Reservations and orders should be placed by telephoning Larry Eastwood at 215-947-5769, as only a very limited extra supply will be brought to the Chapter meeting, unless ordered in advance.

FORTHCOMING ITEMS IN CINDERS.....

Looking forward to future issues of Cinders, members may look for a Membership Roster to appear in the June, 1987 issue. The roster will include all new members and address changes since our last update.

In previous years, we have issued our annual Tourist & Shortline Survey as part of the June issue. Because this annual article has grown in size, we will split the information in 1987, publishing the Tourist Shortline Survey in June, showing schedule and fare information, so members will have it available for their vacation planning.

The Annual Roster of Shortline Motive Power, previously published with the Tourist Road Survey in June, will appear in the Summer issue of Cinders. The Summer issue will appear about August 15, following the national convention in Roanoke, VA, July 29-August 2.



Amtrak's employee timetables effective April 5 include the Cape Cod service, which hasn't been fully included in the public schedules. For the record, trains will leave New York for Hyannis at 4:49 PM on Fridays (May 22-September 11), and 8:50 AM Saturdays (May 23-September 12). The return trip arrives at New York at 9:59 PM Saturdays and Sundays, from May 23 to September 13. The schedules show "S" stops at New Haven, New London and Providence this year (last summer, the train only picked up passengers for points beyond Providence).

Most sleeping car charges have been increased for the summer (May 1-October 15, with Florida trains April 5-September 7) and they will also go up during the Christmas period (December 15, 1987-January 3, 1988).

The first "boiler" E60 emerged from Wilmington shop at the beginning of April. Unit #952 has become the 608, and the second unit expected out will be the former 951, which had been repainted under its old number for awhile, but will now become 609.

Forty-four baggage cars in the 1100-series are being cycled through Beech Grove shops for modifications to their couplers. From observation, it appears that the new "Amboxes" are not being coupled to earlier baggage cars. During Easter weekend, for example, the Mail Express ran one day with seven baggage cars, and two days with "Amboxes".

Not all cars coming out of Beech Grove regain their old names. Slumbercoach 2097 is an example, and its striping seems to be peeling off already. Slumbercoach 2050 has gone into Beech Grove for an overhaul, and should emerge as Monroe Harbor.

The control cars being rebuilt from Capitol Liners will have a fixed Amfleet-type diaphragm, with a door (and window) in lieu of the sliding two-part clamshell-end doors with which these cars were built. In conjunction with the push-pull program, five cars modified for San Diegan service are running in the Corridor for the time being. They are coaches 44039 and 44083, custom coaches 44826 and 44834 and cafe 43009.

In other Amfleet items, coach 21046 continues in service as the only example not yet restriped in Amtrak's current livery. The car has tread brakes and has not qualified mechanically yet for an overhaul. Two cars from the January 4 Colonial accident at Chase, MD have been moved to Wilmington for three-year overhauls. Cars 21273 and 20145 were the 10th and 12th cars on Train 94 that day.

In commuter rail items, NJ Transit has received its first rebuilt car from Bombardier and soon will receive a cafe car, rebuilt to resemble the Comet I coaches (bar service has long been discontinued). Six snack bar cars are being returned to Hoboken from Jersey Coast service -- they are being replaced with the 20 new cars on order from Bombardier. One suggested program has the 30 rebuilt Arrow I's going to Hoboken to replace the HEP'd coaches. In turn, the HEP cars would go to the Jersey Coast line to replace the two "steam" trainsets.

NJT reportedly lost an E60 as the result of a fire at Sunnyside in early April -- it would appear that the 972 was the victim. In other NJT motive power items, five E8's have been seen in service this April (4248, 4253, 4267, 4272 and 4326). A sixth unit, 4285, ran in March. These units operated in pairs with an HEP-equipped GP40P. As warm weather approaches, with the end of the need for steam, these units may be stored as HEP GP40P's handle the two "steam" trains exclusively.

Reports indicate that NJT is considering extending some trains which now operate to Newark on to Hoboken. Weekend North Jersey Coast trains have been mentioned as early candidates.

In transit news, PATH has received the first PA4 car to be assembled completely from U.S. components. Cars 800-837 were built with some Japanese components, while 838-894 will be assembled from American products exclusively. Incidentally, the new cars do not continue the previous practice of being named for area towns.

In New York, the TA is planning to open the controversial 63rd Street tunnel to Queens. Initially, it really goes nowhere, since it ends three blocks short of a connection with the Queens IND line. However, some bus passengers who now transfer at Queens Plaza could use the nearby terminal on the new line, to be identified as Route V. The Archer Avenue subway in Queens should open in later 1988. Elsewhere in New York, an additional 200 R68 type subway cars are to be ordered from Kawasaki (the first 468 came from Westinghouse-Amrail). Receipt of these cars will permit the retirement of 540-odd R27 and R30 class subway cars. With programs under way to refurbish and air-condition the R32, R38 and R40 class cars by 1989 or so, only about 150 New York subway cars will remain non-air-conditioned -- all on the BMT-IND lines.

(Continued on Page 4)

ON THE SCENE (Continued from Page 3)

New Orleans will undertake a program to rebuild its historical St. Charles streetcar line. Each car will be completely disassembled, carbodies will be reconstructed, and mechanical equipment will be rebuilt or replaced. Three cars have been re-acquired from museums for added capacity. A waterfront line from Jackson Square to the Exhibition site has not progressed due to lack, so far, of local matching funds.

In California, Sacramento opened the first leg of its new light rail line and will add a second segment in the fall. The extension of San Diego's East line will run some 11 miles from Euclid Avenue to El Cajon, including eight new stations.

In European items, British Rail has embraced mainline push-pull service in a big way, and new trains on order for the electrification to Edinburgh will all be push-pull. Further, additional cars containing a control station, baggage area and conductor's station are being acquired for other lines.

Only two Trans-Europe Express (TEE) trains remain this summer in traditional all first-class formations. These are the Gottardo (Zurich-Milan) and the Rheingold (Dortmund-Salzburg). From May 10, the premier international expresses will be marketed as the Euro-City Network. They must meet certain service standards and there are eight overnight trains included. Most trains have diners but some have less elaborate meal facilities.

The new book By Rail to the Boardwalk, by Richard Gladulich, is a useful addition to the PRSL fan's library. Two points of clarification may be helpful for younger members. Most Pennsy and Reading steam power in later years was superheated, and therefore their class included an "s" suffix (like K4s or G-1sa). The author uniformly omits these, perhaps confused by the fact that both railroads omitted the suffix on their final classes (as on M1 or G-3 types).

Some confusion exists over the passenger car fleet, and I'll add to it with a roster of sorts of the steel cars of the PRSL. The railroad rostered the following:

| | |
|--|--------------------------------|
| <u>72 coaches</u> | |
| 3958-59, 3961-62, 3965, 3967 | Altoona 1915 (4) |
| 3969-70, 3973-76 | Standard Steel 1916 (5) |
| | ACF 1916 (3) |
| 3921-30, 3933, 3934, 3936 | Altoona 1917 |
| 3801-22, 3892-3898, 3900-02, 3904-06, 3908-13, 3915-20 | Harlan & Hollingsworth 1917 |
| <u>21 PB70 combines</u> | |
| 5105(?), 5125-29 | Standard Steel 1916 |
| 5103, 5107, 5109, 5115 | Altoona 1917 |
| 5101-02, 5110-11, 5117-18, 5120, 5132-33, 5140, 5146 | Altoona 1917 |
| <u>6 B60 baggage</u> | |
| 6403, 6428-29, 6436-38 | ACF 1917 (3), Altoona 1917 (3) |
| <u>4 MPB54 (short combines)</u> | |
| 5121-24 | Altoona 1915 |
| <u>4 MB62 (mail-baggage)</u> | |
| 5461-5464 | Altoona 1916 |
| <u>13 MP54D (DC steel MU coaches)</u> | |
| 6780-6792 | Altoona 1912 |
| <u>2 MPB54D (DC steel MU combines)</u> | |
| 5137-5138 | Altoona 1912 |
| <u>1 MB62D (DC steel MU baggage)</u> | |
| 6439 (?) | Altoona 1912 |

Other cars transferred to PRSL in 1933:

6701-6779 (73 wood MU motors); 5135-5136 (wooden MU combines), 5457-5459 (wooden RPO-baggage), 6421-6425 (wooden MU baggage), and 5134 (gas motor)

Baggage 6423-6425 may have been conversions from RPO's 5455, 5456 and 5460. In addition, in 1924, two steel MP54 coaches were added as 6793-6794. They were former Pennsy steam coaches converted to electrics.

Also, 75 Atlantic City streetcars survived until the transfer to PRSL, but were never shown on PRSL listings in the equipment registers.

Finally, most of you will remember PRSL "steam" coaches in the 9800 and 9900 series. These cars were not renumbered until 1943. The coaches became 9865-9936, numbered following the six ex-Grand Rapids & Indiana P70's.

PHILADELPHIA



EXPRESS

FRANK G. TATNALL, JR.

SEPTA is trying to scrape together the funding for a number of important capital projects on its Regional Rail System. As detailed in its newly-issued annual report for Fiscal Year 1986, some 435 bridges and other structures need to be rebuilt or replaced at an estimated cost of \$180 million. These include 25 bridges on the ex-Reading mainline in North Philadelphia and the 103-year-old wrought iron span across Cresheim Creek on the Chestnut Hill West Line--possibly the most deteriorated bridge on the system. The average age of these structures is 80 years.



To date, 30 Silverliner IV cars have gone through a new preventive maintenance program at Wayne shop, which has improved their reliability to 90-95 percent. All 231 Silver IV's will eventually receive this reconditioning, which includes installation of rebuilt trucks, air compressors, blower motors and rectifier panels, as well as replacement of other electrical components and cosmetic work on the cars' interiors and exteriors. Older MU's will also be upgraded.

Considerable trackwork will be performed this year--much of this was detailed in the April issue of Cinders. Another critical area is the need to replace worn signal cables, which recent tests have found to be seriously deteriorated on the Media-West Chester, Chestnut Hill East, Norristown and Neshaminy Lines. This has resulted in operating delays in recent weeks, particularly for R7 Chestnut Hill and R6 Norristown trains. Replacement of the electrical systems--catenary and transmission lines--and improvement of station facilities are among other pressing needs if SEPTA is to maintain and improve service for its growing number of rail riders. The total bill for this upgrading of infrastructure and equipment is a staggering \$1 billion, or close to it, and no such massive funding is currently in sight from Federal, State or local sources.

RRD Chief Officer John F. Tucker has taken a three-month leave of absence because of illness. James Cira, formerly of AMTRAK, will serve as acting chief officer during this period.....As a result of the wreck of AMTRAK's Colonial near Chase, MD on January 4 (see February Cinders), the Federal Railroad Administration has ordered that commuter railroads operating on the Northeast Corridor install automatic speed control equipment on their trains. For SEPTA, this will mean that all of its 336 MU cars will have to be so equipped, at a cost of \$10 million. Because this expense is not included in the current capital budget, SEPTA will apply for 75-percent funding from Uncle Sam and the remaining 25 percent from the State, City and four suburban counties.

On April 28 SEPTA had four Blueliner-equipped trains in operation, the first time in several years that so many Blues have been running at the same time. They were on Chestnut Hill East trains 6711-6754, Media 9301-9304, Paoli 9531-9540 and West Trenton 6321-6376. A total of 19 cars were used.....The private car Caritas made two trips on April 29 behind SEPTA GP9 #7028. A luncheon special ran from 30th Street Station to Lawndale, Elwyn and return while the dinner trip operated from Suburban Station to Elwyn, Norristown and return. Two more trips are scheduled for Thursday, May 14. Contact John Nacey at Silver Carpet Lines (215-586-3019) for details.....It now appears that the planned steam excursions on SEPTA's Bethlehem Branch, scheduled for June 20-21, will be cancelled.

After more than four years of negotiations with AMTRAK, SEPTA has taken over the maintenance and operation of most commuter stations on the Northeast Corridor between Levittown and Marcus Hook, and on the Harrisburg mainline between Overbrook and Downingtown. However, Amtrak News reports that Amtrak has reclaimed several station sites for commercial development, including Bristol, Bryn Mawr, Haverford, Rosemont, Devon and Berwyn. Paoli station is not included in the SEPTA lease agreement.....SEPTA has leased its 1899-vintage Elkins Park station to a real estate firm. Under SEPTA's existing Lease & Maintain Program, the lessee has restored the classic station to its turn-of-the-century elegance, and provided a waiting room and ticket office as required in the agreement.....An ex-Pennsy caboose, CONRAIL #19165, is parked on a short piece of track near Bristol station, where it will serve as a SEPTA ticket office and newsstand. The Bristol Childrens Center helped arrange the move (SEPTA Lines).

An internal staff report last month recommended that SEPTA abandon the PCB-plagued Paoli carshop and car yard, as a "positive solution to prevent health and safety risks from further affecting our employees, patrons and the local residents." The report suggests that SEPTA build a new maintenance shop as quickly as possible in either the 44th & Parkside Avenue area of West Philadelphia or on a site owned by CONRAIL at Thorn-dale yard in Chester County. SEPTA has been considering a takeover of some electrified yard trackage at Thorn-dale as a storage area for trains now based at Paoli, and use of the proposed shop at Frazer, Chester County, for MU car maintenance as well as for its original purpose of servicing the push-pull trains now on order from Bombardier. Meanwhile, U.S. Senator Arlen Specter has called for "emergency court action" in forcing a cleanup of the contaminated Paoli yard. He said there had been an "intolerable bureaucratic delay" in removing the PCB chemicals which for years were used in electrical transformers and now saturate the shop and yard area.

PHILADELPHIA EXPRESS (Continued from Page 5)

With the closure of AMTRAK's "Arsenal" tower last January, SEPTA has renamed its interlocking in the Civic Center area from "CP-Civic" to "CP-Arsenal".....If you want a supply of Susan B. Anthony silver dollars, simply put a \$5 or \$10 bill in one of those SEPTA automatic ticket machines. You'll get your change in Susan B's.....Late in April SEPTA finally reissued its 20-page "trunk" timetable showing all train service between center city and Glenside. The timetable is particularly valuable at Jenkintown which is served by the R1, R2 and R5 lines, so to help fill the gap left by its absence Chapter Member William Polk prepared a one-page handout showing all southbound departures as of the April 5 schedule change. The handy guide was also published in the Jenkintown Times-Chronicle of April 8.

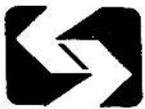
The new MetroVision TV monitors should be operating by early May in Suburban and Market East Stations, as well as in the 8th Street and 13th Street subway stations. They will carry updated service information as well as news, weather, sports and ad messages--all in living color. Meanwhile, SEPTA is installing train schedule monitors at 30th Street Station similar to those previously in service at Suburban and Market East..... That long-awaited TV commercial for Hyundai automobiles finally appeared on Channel 10 last month. It features a Korean-built Hyundai overtaking a SEPTA commuter train on a parallel road, and a quick blip of Penn's Landing trolley #80 on Delaware Avenue.....SEPTA still has four MU cars out of service for collision damage. They are #139-140 at Wayne shop, #265 at American Coastal Industries in Portsmouth, VA and #9030 at Morrison-Knudsen, Hornell, NY. The 265 has been out of action since the 1979 accident at Angora on the Media-West Chester Line.

NJ TRANSIT

E60CP electric locomotive #972 was virtually destroyed by fire in AMTRAK's Sunnyside yard, New York, on April 5. It is one of ten E60's purchased by NJ TRANSIT from Amtrak three years ago.....NJ Transit is seeking Federal funds to install automatic train control on its 300 Arrow II and III MU cars and 32 U34CH diesel locomotives. Other road diesels, as well as the ten E60's are already equipped with AMTRAK-compatible speed control devices (NJ Transit Inside Track).....NJ Transit also plans to overhaul its fleet of 230 Arrow III cars at a cost of \$110 million. The upgrading will include conversion of the car's propulsion systems from DC to AC (Inside Track)....NJ Transit has terminated its contracts for rebuilding the New Brunswick and Princeton Junction stations because of the contractor's failure to complete the work. A new contractor is being sought to finish the jobs (Inside Track).

NJ TRANSIT is progressing rapidly on the electrification of the North Jersey Coast Line between Matawan and Long Branch. Catenary structures are in place, transmission lines have been strung and substations at Matawan, Holmdel and Red Bank are under construction. The new passenger station at Long Branch is nearly finished. Target date for completion of the entire 16-mile project is July 1988 (Jersey Central Chapter News).NJ Transit has leased nine RDC-1's to Boston MBTA on a short-term basis. They are #551, 556, 558, 5180, 5185-5189, the first three ex-Jersey Central and the last six ex-PRSL. Six other RDC's are stored in derelict condition at Elizabethport shops--former CNJ #554, 559 and 561 and ex-PRSL M-403, M-405 and M-407 (Jersey Central News).

According to reliable information, NJ TRANSIT is planning to keep the following cars for the proposed New Jersey Transportation Museum, some of them for possible excursion use: conventional coaches 1172, 1173, 1324 (all originally CNJ); 2402, 2406, 2425, 3070, 3079 (ex-SANTA FE); 5153 (ex-CNJ); 5315-5321, 5329, 5331-5334 (ex-Great Northern); 5450-5454(ex-New York Central); RDC-1's 557, 558 (ex-CNJ); RDC-1's 5180, 5185 (ex-PRSL); MP54-E6 MU's 431, 440 (ex-PRR); ex-PRR P70 1734; 3,000-volt DC MU cars 3200, 3408, 3451, 3453, 3454, 3500, 4600 (ex-Lackawanna); Stillwell coaches 2706, 2708, 475020, 475021 (ex-Erie); and inspection car NJT 1 (ex-CNJ open platform coach 1178).



SEPTA General Manager Joseph T. Mack announced last month that he will retire as soon as a replacement is named. Mack, 62, took over in 1984 when David L. Gunn resigned to become president of the New York City Transit Authority. A veteran of 41 years in the transit industry, Mack first hired on with the old Philadelphia Suburban Transportation Company which became SEPTA's Red Arrow Division in 1970. He served as the Authority's deputy general manager before assuming the top job three years ago. The deputy's job is currently vacant, but on April 30 the SEPTA board selected a Philadelphia-based executive search firm, MSL International Consultants, to help find a candidate for the GM's job. The nationwide search is expected to take from six to nine months, and it's been said that SEPTA may have to offer more than Mack's current \$90,000 annual salary to attract an outside manager.

Chapter Member Ronald DeGraw has been appointed chief officer of SEPTA's Suburban Transit Division, based at 69th Street Terminal. His former position of chief operations planning officer has been filled by Eugene K. Skoropowski.....SEPTA has asked for outside bids to repair the two Bullet cars damaged in the January 26 collision near Ardmore Avenue station. The operator of car #202, which struck the rear of #207, was fired by SEPTA after traces of cocaine and marijuana were found in his urine. In addition, he has now been charged with reckless endangerment and will be held for trial in Delaware County. This may be the first time that a SEPTA employee has faced criminal charges in connection with a transit accident.

SEPTA will receive \$45 million in Federal funds to purchase 26 new AC-drive cars for the Norristown High Speed Line, it was announced on May 4. An additional \$15 million in matching funds is to come from State and local sources, bringing the total price tag to \$60 million which will include the cost of a new shop at 69th Street to replace the 1907-vintage 72nd Street facility. The announcement appeared to defuse the Urban Mass

PHILADELPHIA EXPRESS (Continued from Page 6)

Transportation Administration's investigation of operating practices on the 13-mile P&W, which was announced April 8 in response to several accidents on the line over the past 17 months. UMTA Administrator Ralph Stanley personally met with SEPTA officials to discuss the probe, while his aides were saying that all funding for SEPTA would be cut off if SEPTA did not cooperate.

Chapter Member Paul Manton reports that the following P&W cars were sent to scrap at Delaware Car, Wilmington, in February 1987: 160 (wrecked December 1985), 166 (burned October 1985), 167 (wrecked August 1986), 201 (damaged December 1985), 204 (burned March 1986). In addition, Bullet #200, wrecked in the vandal-caused collision of December 1985, was scrapped at 69th Street in July 1986. Currently, Bullets #203, 205, 206, 208, 209, Strafford cars #161, 162, 163 and the five sets of ex-Chicago cars are in active service.

The single-tracking of P&W which began March 17 between 72nd Street and West Overbrook continues, as the inbound track has been completely removed and is being replaced with new ties and welded rail, as well as new third rail. Later this year the outbound track will be replaced in a similar manner. The objective is to renew all 25.6 miles of main track on the P&W, a project which has been underway for several years.....The Inquirer on March 29 carried an article on the old Philadelphia & Western sign recently uncovered during renovation work at 69th Street Terminal. As reported several months ago in Cinders, the sign points the way to trains for "Haverford, Bryn Mawr, Villa Nova, St. Davids, Wayne, Strafford, Norristown, Lansdale, Allentown."

SEPTA has listed the following track rebuilding projects for its surface rail lines this season: Route 10 at Lancaster and Girard Avenues, Route 13 on Kingsessing Avenue between 61st and 65th, Route 15 on Girard Avenue from West College to 31st, Route 23 from Walnut Lane to Upsal, Route 56 at several locations on Torresdale and Erie Avenues, Routes 101-102 in the area of 69th Street Terminal. The Route 56 work is already underway, and appears to indicate a resumption of trolley service over the entire length of Route 56. The Upper Darby work will cause a total shutdown of the Media and Sharon Hill rail routes for the summer, after the new bus terminal opens at 69th Street north of the P&W platforms on June 15.

SEPTA last month proposed a \$553 million operating budget for Fiscal Year 1988 beginning July 1, a slight increase over the current year's budget of \$544 million. Chairman Lewis F. Gould, Jr. said that no general fare increase would be needed if the State comes through with increased funding of \$163 million for the year, versus authorized funding of \$127 million for FY 1987. Later, however, SEPTA officials said that if the Legislature fails to appropriate the full amount needed, the base fare could rise from \$1.25 to \$1.50 and tokens from 85 cents to \$1. Governor Casey's budget calls for only \$137 million for FY 1988.....Meanwhile, Mayor Goode was threatening to withhold the City's contribution to SEPTA, starting July 1, unless stricter accounting procedures are agreed to which will show how the money is spent. And on April 24 a State House subcommittee held the first of several hearings to investigate SEPTA's management, its budget and operating methods.

The U. S. Senate on April 2 voted to override President Reagan's veto of a five-year, \$87.5-billion highway and mass transit bill, an action expected to free up funds for U.S. transit systems. The margin was only one vote.....SEPTA's recently-issued annual report shows that Fiscal Year 1986 operating revenues were \$307.3 million, expenses were \$506.2 million and subsidies totalled \$201.5 million. Operating revenues covered 60.4 percent of costs, State subsidies 24 percent, Federal subsidies 6.3 percent and local subsidies 9.3 percent. Labor and fringe benefits made up 56.6 percent of total operating expenses. Total passenger trips for the year were 229.3 million on transit lines and 22.6 million on Regional Rail lines, with an average of 1,097,000 individual transit trips and 87,000 rail trips on a normal weekday. On the transit side, buses accounted for 55 percent of all ridership, the Market-Frankford Line 18 percent, the Broad Street subway 13 percent, trolleys ten percent and trackless trolleys four percent.

In June, SEPTA will move its general offices from 130 South 9th Street to the newly-renovated Sovereign Building at 714 Market Street.....SEPTA is proposing an experimental "DayPass" which will cost \$3 and be good for unlimited rides for one day on all City Transit Division routes. It would apply after 9 AM on weekdays and all day Saturdays, Sundays and holidays.....Among the few rate changes being proposed by SEPTA are a 25-percent increase in charter rates for high speed and Regional Rail trains, and a standard parking fee of 50 cents per day at SEPTA rail stations, beginning July 1. A series of five hearings will be held on the proposed \$553-million operating budget for FY 88 and on these increases, with the Philadelphia hearing scheduled for Tuesday, May 26 at 6 PM in the Holiday Inn, 18th & Market Streets.

SEPTA is in the midst of a preventive overhaul program on the 125 City-owned, Kawasaki-built Broad Street subway cars. Though the so-called B4 cars have been running only since 1983, they will be cycled through the program at Fern Rock shop at the rate of two per month over a five-year period, at a total cost of \$4.5 million. To date, 35 cars have been completed (SEPTA Lines).....Woodland shop is reportedly converting two PCC's to work cars, their windows covered with sheet metal (Paul Manton).....The Midvale-Heppenstall property near Wayne Junction, recently purchased by SEPTA, is being cleared to make way for a new bus maintenance facility. There is also talk of a rail connection to be built between the Chestnut Hill West Line at Midvale yard and CONRAIL's ex-Reading freight line.....Clark DeLeon, on Channel 3's "Eyewitness News" program of April 3, took a ride on the Route 23 trolley, calling it a "vanishing breed."

On May 28 AMTRAK expects to bring its \$40-million Centralized Electrification & Traffic Control (CETC) center on line for the first time. The facility has been under construction for the past five years on the 8th floor of 30th Street Station. With its 60-foot-wide color video "model board," computer terminals and command consoles, the center has the look of a spaceport but is designed to control train movements and electric power distribution on the Northeast Corridor between Wilmington and Washington. However, the initial phase will in-

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volve traffic control only between Baltimore and Washington, with the Wilmington-Baltimore section to be brought up in 60 to 90 days. Power distribution, though, has been controlled from CETC for nearly a year. Amtrak is seeking funds in next year's budget to extend CETC as far north as "Phil" interlocking in Philadelphia, but the rest of Amtrak's rail lines will continue under traditional dispatcher and block operator control. After CETC has been proven under service conditions, most wayside towers will be closed.



For Fiscal Year 1988 beginning October 1, AMTRAK is seeking the full \$630.3 million already authorized, plus \$54.2 million in Northeast Corridor improvement funds (NARP).....AMTRAK's capital budget for 1988 totals \$86.7 million, which includes \$14 million for new head-end cars, rebuilding of cars for push-pull service and upgrading of Superliner and Amfleet equipment (Railway Age).....It appears that AMTRAK will announce the cancellation of the Montrealer on a permanent basis because of poor track conditions on the BOSTON & MAINE north of Springfield, MA. Service was suspended last month because of floodwaters and slow orders on the B&M portion of the route.....AMTRAK's center city ticket office at 1708 JFK Blvd. in Philadelphia is expected to close about June 1. It has not been announced where the office will be relocated.

Both the House and Senate have voted to kill the special "blue ribbon" commission set up in March by Transportation Secretary Elizabeth Dole to study the possible sale of AMTRAK. The 11-member commission, headed by former Illinois Governor Richard Ogilvie, has been sharply criticized in Congress, both because it appeared to be stacked with anti-Amtrak appointees and because any sale of the Northeast Corridor properties was seen as the death knell for nationwide rail passenger service. In addition, Amtrak President W. Graham Claytor, Jr. has said that there are no likely buyers for a money-losing service operated in the public interest.

Both CONRAIL employees involved in the fatal collision with AMTRAK's Colonial on January 4 have resigned from their jobs. Engineer R. L. Gates submitted his resignation prior to the start of an Amtrak disciplinary hearing in Baltimore April 27, and brakeman E. W. Cromwell resigned during the proceeding, apparently on his attorney's advice. Gates, who was operating the three light diesel units which ran through a switch into the path of the speeding passenger train near Chase, MD, was indicted on 16 counts of manslaughter by a Baltimore County grand jury on May 4, which had begun hearing testimony in the case during the week of April 27. Meanwhile, a Federal judge has denied Conrail's request that liability for the accident be determined through binding arbitration as provided in an operating agreement between Amtrak and Conrail. Instead, the judge ruled that the courts should decide who is to be responsible for paying damage claims.

AMTRAK has introduced special "All Aboard America" fares designed to compete with the airlines' new "Maxsaver" fares. The AAA fares allow one-way coach travel coast-to-coast for \$99, between two regions for \$79 and within one region for \$59, when the passenger buys a round-trip ticket. Travel may extend over 45 days and there is no advance purchase requirement. Those wishing sleeping car space, however, must step up to the regular AAA fares, which remain in effect. The special fares are available through the end of May (Amtrak News).....Train #86, the Virginian, became uncoupled at speed as it roared through Bowie, MD on March 25. No one was injured as the train parted between the third and fourth Amfleet coaches, caused by a foreign object forcing a knuckle to open.....Member Howard Bender reports that Sperry rail detector car #143 inspected the 39th Street Station area and part of AMTRAK's Harrisburg mainline April 5-7.

On Sunday morning, April 12, a shiny K4s #1361 steamed grandly out of the past on CONRAIL's mainline from Altoona to Tyrone, PA, hauling a light load of one tool car, two ex-Lackawanna coaches owned by Horseshoe Curve Chapter and Conrail open-platform inspection car #10. Only a handful of invited guests were on board, but thousands of local residents and jubilant railfans from everywhere clustered along the

well-manicured right-of-way that over the years had absorbed thousands of tons of cinders from uncounted Pennsy steam locomotives. The excursion was the first test run for the 70-year-old K4 since Conrail brought it down from its perch on Horse Shoe Curve two years ago, and it was restored to operating condition by a group of dedicated volunteers assisted by professionals from Conrail's Juniata shop. Though the trip had been delayed for 24 hours by unexpected brake problems, the break-in run was pronounced a success by West Coast Steam Expert Doyle McCormack, who had supervised the restoration. In spite of rainy skies, the doughty old Pacific--red keystone number plate gleaming on its smokebox door--proceeded up the ex-PRR Bald Eagle branch now operated by the NITTANY & BALD EAGLE RAILROAD to Bellefonte. There, it ran around the wye and returned to Altoona. With speeds rarely exceeding 35 mph, the 94-mile round-trip required nearly 12 hours. Insurance problems appear to preclude revenue operations on Conrail this year, but plans are afoot to run public excursions with #1361 on the NBER beginning in June.

In its first financial report since becoming a stockholder-owned company on March 26, CONRAIL reported first quarter earnings of \$86 million or \$1.28 a share, compared with \$60 million or 89 cents a share last year. This 43-percent increase far outstripped the 4.4-percent gain in revenues from \$775 million to \$788 million over the same period. Conrail said, however, that if it had been a private company subject to tax liabilities and other costs, net income for this quarter would have been \$49 million versus \$23 million in 1986. The biggest traffic increase was in intermodal, up by 7.7 percent.

The 44-car Ringling Bros. "Red Unit" circus train passed through Philadelphia April 6 via CSXT-CONRAIL, enroute from Charleston, WV to New York City. The same train will return here June 1 from Hartford, CT via CR for a two-week stay in South Philadelphia yard.....The joint CSXT-CONRAIL "Orange Blossom Special" was

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spotted several times in April with the following power lashup: RF&P GP40-2 #141, freshly-painted CSX GP40 #6643, Seaboard GP40 #6643, Chessie GP40-2 #4417, RF&P GP40-2 #143. Yes, that's right, two 6643's owned by the same railroad right next to each other on the same train!.....CONRAIL operated an inspection train for New Jersey State officials on April 22 from West Trenton to West Haverstraw, NY and return. Consist was E8A's #4020-4021, cars #10, 11, 12 and 9.....On March 21 CONRAIL mail train 3 detoured from Reading to Harrisburg via Phoenixville, Norristown, Thorndale and Lancaster because of a freight derailment in Harrisburg.....On April 10 two covered hopper cars got loose from the Souderton Farm Bureau siding in Souderton, on SEPTA's Bethlehem industrial track, and rolled south for over a mile before derailling.



The 160-year-old Baltimore & Ohio Railroad passed out of existence on April 30, when it was formally merged into the CHESAPEAKE & OHIO RAILWAY, a unit of CSX.....CSX has renamed its ex-B&O Maryland Division as the Baltimore Division. It extends from Philadelphia to Cumberland, MD.....A new steam tourist line is set to begin operation this autumn over the former Western Maryland mainline between Cumberland and Frostburg, MD. The City of Cumberland purchased the scenic line--which includes legendary Helmstetter's curve--from CSX and hired the owner of the old Allegheny Central tourist railroad to run his two ex-CANADIAN PACIFIC 4-6-2's on the Frostburg hill.

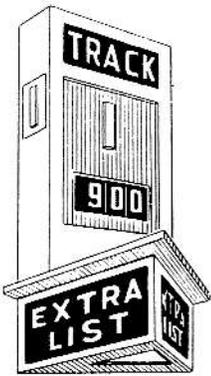
The U.S. Postal Service on October 1 will issue a set of five historic locomotive stamps in 22-cent booklet form. Engines pictured include the 1829 Stourbridge Lion and the 1831 John Bull.....Cinders writer El Simon will soon begin a new column in Passenger Train Journal.....The West Coast railfan magazine CTC Board plans to go national effective this summer.....The 1988 NRHS convention will be headquartered in Somerset, NJ, hosted by Tri-State Chapter with assistance from other area chapters.....The 92-mile EASTERN SHORE RAILROAD, based in Cape Charles, VA, has been sold for \$7 million to its former owner, the Accomack Northampton Transportation Commission.....NEW HOPE STEAM RAILWAY is in the process of repainting its ex-AMTRAK, ex-PRR SW1 #9423 into Brunswick green with full "Pennsylvania" lettering.....BALTIMORE & ANNAPOLIS RAILROAD has donated General Electric 70-tonner #50 to the B&O Museum in Baltimore, and acquired ex-C&O SW9 #5092 to replace it (Baltimore Chapter Interchange).....Union Switch & Signal has won a \$9-million contract from CSX TRANSPORTATION to consolidate all of the road's train dispatching operations in Jacksonville, FL. US&S said that this will be the first time a major U.S. railroad has controlled all of its lines from a single location (Journal of Commerce).

General Motors has sold its GMC transit bus and parts business to Greyhound Corp. Meanwhile Greyhound sold its nationwide bus operations to a group of investors based in Dallas, TX (Traffic World).....Bombardier, Inc. has purchased all passenger car designs, patents and licenses of Pullman Technology, Inc., including rights to the name "Pullman".....The U.S. Supreme Court has ruled that railroad unions have the right to set up secondary picketing against carriers not parties to union labor disputes. Under the Norris-LaGuardia Act, the Court said that judges may not intervene in secondary disruptions, such as those that occurred last year when the Brotherhood of Maintenance Way Employees struck the MAINE CENTRAL and later extended its picketing to other non-involved railroads. This ruling is expected to bring requests that Congress ban such tactics, as had already been done in other industries under the Taft-Hartley Act (Journal of Commerce).....That oldest of U.S. regulatory agencies, the Interstate Commerce Commission, celebrated its 100th birthday on April 1, amid calls from the Administration for its "sunseting" (read abolishment) (Journal of Commerce).

U. S. Railway Association, the agency that planned CONRAIL and acted as its watchdog, officially went out of business on April 1, six days after the public sale of the railroad. USRA had been created by the Regional Rail Reorganization Act of 1973, and came to an end along with all of its responsibilities -- a rare example of a Federal agency vanishing from the scene.....Railway Age, in its April issue, told of the recent revival of the moribund NEW YORK, SUSQUEHANNA & WESTERN RAILWAY under Delaware Otsego ownership. RA told of NYS&W's history -- "at its height five decades ago, the Susquehanna did stretch as far west as Strasburg, PA." This will no doubt come as a surprise to the people at STRASBURG RAIL ROAD.

A study prepared for the City of Philadelphia recommends that most SEPTA and NJ TRANSIT buses be removed from the Chestnut Street Transitway, and that maintenance of the Transitway be improved. Under this proposal, apparently endorsed by the City, all but the Route 76 Mid-City Loop buses would be rerouted onto Market and Walnut Streets during the peak shopping hours of 10 AM to 4 PM. SEPTA is understood to strongly disagree with this recommendation.....The James E. Strates carnival train is expected to pass through Philadelphia on May 31 via CSXT-Park Junction-CONRAIL enroute to New Haven, CT. The colorful train will later return for its traditional visit to the Delaware State Fair at Harrington in mid-July.....PennDOT has begun tearing up the deteriorated concrete islands formerly used by trolley car passengers along Allegheny Avenue, according to a "Phantom Rider" column in the Daily News. While Route 60 was converted to bus in 1977, it has never been officially removed from the status of rail line and the City has talked of making Route 60 a demonstration light rail project. The State is understood to be spending \$1.8 million to rehabilitate Allegheny Avenue between Broad and Richmond Streets.

LATE NEWS: General Electric has completed the rehab of 19 SEPTA Blueliner cars, with only one (9105) still remaining to be done.....SEPTA is leasing a CONRAIL SW1001 to replace its own ailing SW7 as the switcher at Paoli shop.....Senator Frank Lautenberg of New Jersey has introduced a bill to provide for the Federal licensing of railroad conductors and engineers. Earlier, Senator Lautenberg had promised to push such legislation in the wake of the disastrous accident involving AMTRAK's Colonial at Chase, MD on January 4.AMTRAK's Track Laying Machine had progressed as far north as Woodcrest, NJ at the beginning of May, and will parallel the PATCO mainline as far as Haddonfield. The TLM is more than 70 percent finished with its task of rebuilding the former PRSL right-of-way to Atlantic City.....The POCONO NORTHEAST RAILWAY declared bankruptcy last month, but continues to operate normally in the Wilkes-Barre-Scranton area.



MAY 14, 1987: Private car Caritas will repeat luncheon and dinner trips on SEPTA Regional Rail Division, sponsored by Silver Carpet Lines. Midday trip will operate from 30th Street to Fox Chase, Elwyn and return, evening trip from 30th Street to Ardsley, Paoli and return. For reservations and information, contact Silver Carpet Lines, 1507 Woodland Avenue, Folcroft, PA 19032 (telephone 215-586-3019).

MAY 16-17: Tentative dates for demonstration runs (no passengers) with ex-Pennsylvania K4s #1361 and coaches between Altoona and Duncansville, PA. For information, contact Railroaders' Memorial Museum, 1300 Ninth Avenue, Altoona, PA 16603 (telephone 814-946-0834).

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 0, 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. Order tickets from 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 8:29 AM Friday, return 9:47 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: Metro-North FL9 diesels painted in New Haven Railroad colors will haul special train of Bombardier coaches from Grand Central Terminal, New York, to Danbury, CT, Hopewell Junction and Beacon, NY and return, sponsored by Electric Railroaders' Association. Train leaves Grand Central 9:15 AM, returns 4:30 PM. Photo stops will be made. Fare: \$35 per person. Order tickets from Electric Railroaders' Association, P. O. Box 6588, Grand Central Station, New York, NY 10163, enclosing stamped, self-addressed envelope.

MAY 23-24: Bangor & 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 24: Special excursion on New York City Transit Authority using IRT "green" cars or red R-17's, sponsored by ERA. Train leaves IRT Grand Central station on Lexington Avenue line at 10 AM, ending at 4 PM after lunch stop. Fare: \$25 per person. Order tickets from Electric Railroaders' Association, P. O. Box 6588, Grand Central Station, New York, NY 10163, enclosing stamped, self-addressed envelope.

MAY 25: Farewell to K-class cars on Port Authority Trans-Hudson lines, sponsored by ERA. Leave PATH World Trade Center station at 9 AM, 33rd Street station at 9:30 AM, arriving Newark Pennsylvania Station at 12:30 PM. Shop tour included. Fare: \$15 per person. Order tickets as in previous item.

MAY 25: Special tour of NJ Transit Newark subway line, including shop tour and photo session with work equipment, sponsored by ERA. Trip leaves Penn Station 1:30 PM. Fare: \$10 per person. Order tickets as shown in second item above. Package ticket for May 23-24-25 available for \$80 (four trips).

JUNE 1: Ringling Bros. and Barnum & Bailey Blue Unit circus train operates from Hartford, CT to Philadelphia via Conrail for performances at Spectrum June 2-14. The 44-car train is expected to arrive at South Philadelphia yard in late evening via ex-Reading route from North Jersey.

JUNE 13: Tentative date for first public excursion behind ex-PRR K4s #1361 between Tyrone and Bellefonte, PA via Nittany & Bald Eagle Railroad. Fares not yet determined. For information, contact Railroaders' Memorial Museum, 1300 Ninth Avenue, Altoona, PA 16603 (telephone 814-946-0834).

JUNE 13-14: "Broadway Limited Weekend" on Strasburg Rail Road, with steam-powered train made up of ex-PRR coaches meeting Amtrak's present-day Broadway Limited at Leaman Place, PA, sponsored by Railroad Museum of Pennsylvania and Strasburg Rail Road. Steam special leaves East Strasburg station Saturday at 4:30 PM and Sunday at 7 AM and 4:30 PM. Fare: \$12 per person by advance reservation only. Displays at museum and special showing of 1939 Hollywood film "Broadway Limited" at 11 AM Saturday. Order tickets from Friends of the Railroad Museum, P. O. Box 125, Strasburg, PA 17579, making checks payable to "Friends of the Railroad Museum."



NJ TRANSIT LOCOMOTIVE ROSTER



(Corrected to April 1, 1987)

| ROAD NUMBERS | MODEL | BUILDER | YEAR BUILT | HORSE-POWER | WHEEL ARRANGEMENT | UNITS | FORMER OWNER/NUMBER |
|--|----------|---------|------------|-------------|-------------------|-------|-----------------------------------|
| 417, 418, 420, 424 | F7A* | EMD | 1949 | 1500 | B-B | 4 | C&NW same |
| 436, 438 | SW9 | EMD | 1952 | 1200 | B-B | 2 | EL same |
| 958-963, 967, 971-973 (Note 1) | E60CP* | GE | 1975 | 6000 | C-C | 10 | Amtrak same |
| 4100-4104, 4108-4112 | GP40PH* | EMD | 1968 | 3000 | B-B | 10 | CR same, CNJ 3671-3675, 3679-3683 |
| 4105-4107 | GP40P | EMD | 1968 | 3000 | B-B | 3 | CR same, CNJ 3676-3678 |
| 4113-4129 | F40PH-2* | EMD | 1981 | 3000 | B-B | 17 | |
| 4151-4182 | U34CH* | GE | 1970-73 | 3400 | C-C | 32 | CR same, EL(NJDOT) 3351-3382 |
| 4246, 4248, 4251, 4253, 4257, 4258, 4267, 4270, 4272, 4285, 4305, 4320-4328, 4330-4335 | E8A | EMD | 1950-53 | 2250 | ATA-A1A | 26 | CR same, Note 2 |
| 5681, 5902, 5905-5908 | GP7 | EMD | 1952 | 1500 | B-B | 6 | CR same, Note 3 |
| 7000, 7007 | GP9 | EMD | 1955 | 1750 | B-B | 2 | CR same, PC same |

Note 1 - Electric locomotives (12,000 volts AC)

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

Note 3 - Ex-CNJ 1523, 1524, 1528, 1527, 1531, 1529

* - Equipped with head-end power (HEP)

ABBREVIATIONS

C&NW - Chicago & North Western Railway
 CNJ - Central Railroad of New Jersey
 CR - Consolidated Rail Corp.
 EL - Erie Lackawanna Railway
 ICG - Illinois Central Gulf Railroad
 NJDOT - New Jersey Dept. of Transportation
 PC - Penn Central Transportation Company
 SOU - Southern Railway System

BUILDER ABBREVIATIONS

EMD - Electro-Motive Division, General Motors Corp.
 GE - General Electric Company

SOURCES

NJ Transit
 El Simon
 Diesel Locomotive Rosters, by Charles W. McDonald;
 Kalmbach Books, 1986

EXTRA LIST (Continued from Page 10)

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. For further information and reservations, write: Overland Chapter NRHS, 1412 12th Street, Moline, IL 61265.

JUNE 18-21: The American Railroad Conference, second annual rail seminar sponsored by Penn State University at Altoona, PA campus. Included are tours of Conrail Juniata locomotive shop and CSX locomotive shop in Cumberland, MD. Presentation on PRR K4s steam locomotive by William Withuhn of Smithsonian Institution and talk on high speed rail by Paul H. Reistrup are among other highlights. Cost: \$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 16601.

JUNE 21-29: Second "Colorado Rails" tour. See second item above 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).

JULY 11: "Moonshiners Special" on Panther Valley Railroad (ex-Jersey Central) from Jim Thorpe to Haucks, PA and return, sponsored by Hawk Mountain Chapter NRHS. Train pulled by Chapter-owned ex-CNJ RS3 diesel #1554 leaves Jim Thorpe station 7:15 PM, returning at 10 PM. A full moon is expected. Fare: \$10 adults, \$7.50 children (5-12). Order tickets from Hawk Mountain Railway Historical Society, 918 North Mohr Street, Allentown, PA 18102, making checks payable to "HMRHS, Inc." and enclosing stamped, self-addressed envelope.

JULY 29-AUGUST 2: NRHS national convention in Roanoke, VA, sponsored by Roanoke Chapter. Norfolk & Western steam locomotives 611 and 1218, as well as Southern Heritage FP7 diesels will be featured, together with banquet and other events. Convention headquarters will be the Hotel Roanoke downtown, adjacent to N&W passenger station. Complete brochure and order form will be mailed to all members in early May (those who wish first class mail delivery should send a stamped, self-addressed #10 envelope with 39¢ postage to the sponsoring chapter). Information may be obtained from Roanoke Chapter NRHS, P. O. Box 13222, Roanoke, VA 24032.

CONRAIL FREIGHT SCHEDULE Update

Conrail continues to adjust the schedules of its trains which operate on Amtrak's Northeast Corridor, in order to utilize the 10 PM to 6 AM "window" during which freight trains may operate at normal speeds. Therefore, the following changes should be made in Eastern Region freight schedules, as published in previous issues of Cinders:

- ALPY: Daily leave Allentown 1500, leave Reading 1745, leave Philadelphia (West Falls) 2115, leave Philadelphia (Belmont) *2135, pass Philadelphia (Zoo) 2200, leave Edge Moor 0100, pass Perryville 0215, leave Baltimore (Bay View) 0430, pass Landover 0545, arrive Potomac Yard 0700.
- ENBA: Daily leave Enola 1700, pass Columbia 1900, pass Perryville 2215, arrive Baltimore (Bay View) 2345.
- PIML: Daily leave Harrisburg *1500, pass Columbia 1655, pass Thorndale 1815, leave Earnest 1955, leave Morrisville 2200, arrive Metuchen 2330, arrive Linden 0130.
- PYAL: Daily leave Potomac Yard 2030, pass Landover 2125, leave Baltimore (Bay View) 2359, pass Perryville 0130, leave Edge Moor 0445, pass Philadelphia (Zoo) 0625, leave Philadelphia (West Falls) *0800, leave Pottstown 1030, leave Reading 1215, arrive Allentown 1445.
- PYEN: Daily leave Potomac Yard 2300, pass Landover 0100, leave Baltimore (Bay View) 0315, pass Perryville 0435, pass Columbia 0655, arrive Enola 0915.

In addition, the following changes should be noted:

- ALEN: Daily leave Allentown 1700, leave Reading 2000, pass Harrisburg 0045, arrive Enola 0145.
- PYSE: Daily leave Potomac Yard 1330, pass Philadelphia (Park Junction) 2015, pass West Trenton 2255, pass Port Reading Junction 2325, arrive Oak Island *0115, leave Oak Island 0415 to Selkirk. (Train operates CSXT Washington, DC-Philadelphia.)
- SEPY: Daily from Selkirk arrive Oak Island *0300, leave Oak Island 0400, pass Port Reading Junction 0530, pass West Trenton 0600, pass Philadelphia (Park Junction) 0900, arrive Potomac Yard 1500. (Train operates CSXT Philadelphia-Washington, DC.)
- TV-23: Daily leave Kearny 1830, leave Oak Island 1930, pass Port Reading Junction 2120, pass West Trenton 2155, pass Philadelphia (Zoo) 2345, pass Perryville 0200, pass Landover 0445, arrive Potomac Yard 0545.
- TV-24: Daily leave Potomac Yard 2145, pass Landover 2300, pass Perryville 0200, pass Philadelphia (Zoo) 0420, pass West Trenton 0555, pass Port Reading Junction 0625, arrive Oak Island 0735, arrive Kearny 0830.

* - Crew change

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