

# CINDERS

SEPTEMBER 1987



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Volume 48

Newsletter of the

Number 8

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

## OUR MEETING:

FRIDAY EVENING, SEPTEMBER 18, 1987

The Engineers' Club, 1317 Spruce St., Philadelphia, PA  
Dinner at 6:00 PM in the Club Dining Room (\$12 per person)  
Meeting at 7:30 PM in the Conference Room (3rd Floor)

The September 18 meeting of Philadelphia Chapter will feature our annual slide review of the summer's activities, as viewed through the lenses of numerous Chapter members. Highlight of the program, of course, will be the outstanding 1987 Roanoke convention, featuring Norfolk & Western steam locomotives 611 and 1218 in action on the various fantrips, as well as the Southern Heritage FP7 diesels.

Our usual sit-down dinner will be served in the Club Dining Room, at \$12 per person, beginning at 6 PM, by advance reservation. Reservations, WHICH ARE MANDATORY, must be made ON OR BEFORE WEDNESDAY, SEPTEMBER 16, 1987 to President Tatnall at 215-828-0706.

Come out September 18, bring a friend, and relive the highlights of a great railroading summer!

## Chapter, BVTA Plan "All-Electric Weekend" in November

A special "double feature" will be offered to traction enthusiasts on the weekend of November 14 and 15, when Philadelphia Chapter NRHS and Buckingham Valley Trolley Association cooperate in sponsoring two excursions on SEPTA rail lines.

On Saturday the 14th, rare Budd-built Pioneer III cars in the 244-248 series have been requested for Philadelphia Chapter's tour of the Regional Rail system, and on Sunday the 15th BVTA will utilize the former Chicago cars (now numbered 480-489) for an excursion on the Norristown High Speed Line. Tickets for the Pioneer III trip will sell for \$19 each and BVTA tickets are tentatively priced at \$15. By special arrangement between the two organizations, passengers may send in a single order for both trips (total price \$34 per person) to either group.

The Saturday excursion will leave from the Upper Level of 30th Street Station at 9:50 AM and, after covering three of SEPTA's commuter rail lines, return to 30th Street about 4:30 PM. A lunch stop will be made. The Pioneers were the original production Silverliners and are markedly different from later models. Six were built for the Pennsylvania Railroad in 1957 and five are still on SEPTA's roster, though their "oddball" characteristics make them a serious maintenance problem. Today, they are used only occasionally in regular service and if they cannot be made available for the November 14 trip, refurbished Blueliners will be used instead. This may well be the last opportunity to ride these one-of-a-kind Pioneer cars.

BVTA's Sunday tour of the Philadelphia & Western route will feature a rare four-car train of ex-Chicago Transit Authority PCC-style cars, built for CTA by St. Louis Car in 1951. Five two-car sets were acquired by SEPTA late last year to help fill a serious equipment shortage on the P&W, and they are currently being repainted into SEPTA's eye-catching red, white and blue scheme. The schedule of this trip has not been determined as yet, but will be reported in the next issue of Cinders. A flier and order form will also be issued.

Tickets for the Pioneer III trip alone may be ordered for \$19 each or for both trips at a cost of \$34 per person by mailing a check payable to "Philadelphia Chapter NRHS" at P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing a stamped, self-addressed envelope please. Chapter members and friends are urged to take advantage of this unique all-electric trip package.

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.

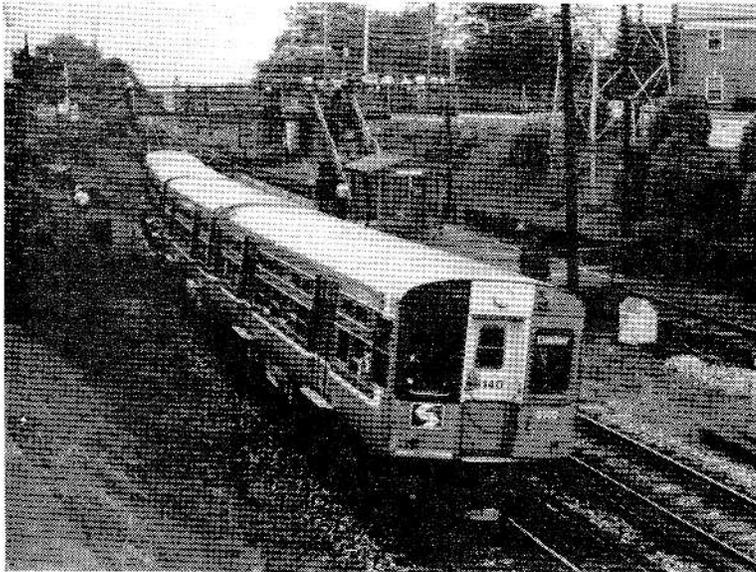
ANNUAL MEMBERSHIP DUES: \$19.00 per person, which includes Chapter and National dues. Chapter-only dues \$10.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302.

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

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EXCHANGE COPIES SHOULD BE SENT TO: R. L. Eastwood, Jr., Editor, P. O. Box 41, Huntingdon Valley, PA 19006-0041.

## Chapter's CTA Excursion a Success-Despite Rain



Four-car train of ex-Chicago cars pauses at Bryn Mawr station during Philadelphia Chapter's July 12 excursion on SEPTA's former Philadelphia & Western high speed line. This marked the first time a four-car set of these married pairs had been operated by SEPTA in revenue service. -PHOTO BY FRANK TATNALL

SEPTA's first excursion with its newly-acquired Chicago rapid transit cars was operated on Sunday, July 12, sponsored by Philadelphia Chapter. It was also the first charter train to run on the Norristown High Speed Line in more than two years.

Some 60 passengers were on board when cars 6079 and 6080, a "married pair" still dressed in their standard Chicago Transit Authority green-and-white paint scheme, departed 69th Street Terminal at 1:45 PM for a round-trip to Norristown. Several photo stops were made, and a weak sun appeared briefly through the clouds. Then, at 3:30, came the event everyone was waiting for: A four-car train made up of cars 6139-6140-6151-6152 in matching CTA Bicentennial paint. However, only two of the cars were occupied. Despite the onset of heavy rain, four stops were made for the die-hard photographers--the rain was so heavy, in fact, that the line had to be closed for several hours following our trip.

The Chapter wishes to thank the people of SEPTA's Suburban Transit Division--especially Chief Officer Ron DeGraw--for going out of their way to make this unusual excursion a success. The added touch of arranging a display at 69th Street with the CTA cars, the last red Stafford car (#162) and a Bullet car, was also much appreciated.

Chapter Senior Vice President Mike Burshtin and Member Russ Jackson, both of SEPTA's Rail Equipment Department, prepared an informative brochure which detailed the history of the CTA cars. Retired by their original operator in 1986 after 35 years of service on the elevated and subway lines of Chicago, these cars have begun a new career on SEPTA which is expected to continue even after a planned fleet of new cars is delivered to the Norristown Line in 1990 or beyond.

The Chapter is pleased that it was given the first opportunity to charter these cars on their new home rails--and while they were still dressed in their "old" paint scheme.

### CHAPTER MEMBERS AWARDED 50-YEAR, 25-YEAR NRHS PINS

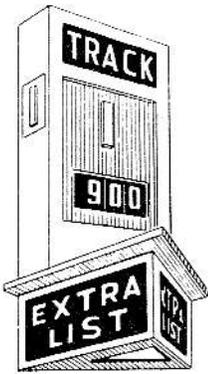
Four members of Philadelphia Chapter will receive gold pins in 1987 signifying 50 years of continuous NRHS membership, according to NRHS Senior Vice President Leroy S. Dietrich. The four members are:

Harry P. Albrecht, Clifton Heights, PA  
Willard H. Hart, Upper Darby, PA

E. Alfred Seibel, Claymont, DE  
Homer J. Stineman, South Daytona, FL

These distinguished individuals join three fellow Chapter members who received their 50-year pins earlier: Richard S. Clover, Earle P. Finkbinder and Hugh R. Gibb. The officers and membership congratulate each of these faithful gentlemen for a half-century of service to the Society.

Silver pins marking 25 years of membership in NRHS were awarded to four members of Philadelphia Chapter during May. President Frank Tatnall and Eastern Region Vice President R. L. Eastwood, Jr., received their 25-year pins from National Director James S. Myers during a presentation at the May 15 Chapter meeting in the Engineers' Club. Pins were mailed to two other members, Malcolm L. Bruno, of Stamford, CT, and William H. Rhodes, of Cuthbert, GA, who could not be present at the meeting.



SEPTEMBER 12, 1987: Doubleheaded steam trip from Hamburg and Temple, PA to Harrisburg, PA and return via Blue Mountain & Reading and Conrail's ex-Reading mainline, featuring 4-8-4 #2102 and 4-6-2 #425 with ex-Erie Lackawanna coaches. Train leaves Hamburg 8 AM, Temple 9 AM; returning, train leaves Harrisburg (Amtrak station) 4 PM. Passengers may remain on train while it is turned at Rockville, PA. Fares: \$38 adults, \$22 children (12 and under). For ticket information, telephone BM&R at 215-562-4083 during business hours.

SEPTEMBER 13: "Farewell to the E8's" excursion from Hoboken and Newark to Bay Head, NJ and return, sponsored by NJ Transit. Using soon-to-be-retired NJT E8 diesels, train will leave Hoboken 10:30 AM, Newark 11 AM, returning to Newark at 4 PM and Hoboken at 4:30 PM. Conventional coaches will be used and photo opportunity will be offered at Bay Head terminal. Fare: \$15 per person. Tickets may be purchased at Hoboken and Newark stations, as well as at Penn Station in New York.

SEPTEMBER 17: "Reading Rides Again" special to We the People 200 parade in Philadelphia, using Blue Mountain & Reading steam locomotive 2102 and ex-Erie Lackawanna coaches. Train leaves Temple, PA (BM&R station) 6:45 AM, then via Conrail and Amtrak for expected arrival at 30th Street Station about 9:15 AM. Locomotive 2102 will be detached at "Zoo" and train moved into 30th Street (Lower Level) with Amtrak diesel power. Returning, train leaves 30th Street (Lower Level) with #2102 at 4 PM, arriving Temple about 6:30 PM. Most of train is chartered, but some tickets may be available at \$45 each from Historical Society of Berks County, 940 Centre Avenue, Reading, PA 19601.

SEPTEMBER 19: Conrail special train from Wilmington to Harrington, DE and return, using inspection train equipment. Leaves Wilmington (Amtrak station) 8:30 AM, arrives Harrington 11:15 AM for Heritage Day festivities. Returning, leaves Harrington 1 PM, arrives Wilmington 3:45 PM. Invited guests only.

SEPTEMBER 26: Hoboken Terminal Festival VII at former Lackawanna terminal, Hoboken, NJ, sponsored by NJ Transit. Rail and bus equipment displays, railroadiana sales and a wide variety of foods will be featured. Hours 11 AM to 5 PM. Admission free.

SEPTEMBER 27: Tentative date for steam trip from Hoboken, NJ to Port Jervis, NY, with return behind E8 diesels, sponsored by NJ Transit. Train is scheduled to leave Hoboken 10 AM, return 6 PM. Fares: \$45 adults, \$22.50 children (under 12). For ticket information and to confirm operation of the trip, telephone NJ Transit at 201-762-5100 or write: NJ Transit Rail Operations, 8th Floor, 1160 Raymond Blvd., Newark, NJ 07102.

SEPTEMBER 27: Annual Railroadiana/Model Railroad Show & Sale, sponsored by Lehigh Valley Chapter NRHS, at Dieruff High School, Washington & Irving Streets, Allentown, PA, 10 AM to 4 PM. Admission: \$2 per person, \$3 per family. For information, write: Paul A. Kuehner, P. O. Box 300, Laurys Station, PA 18059 (telephone 215-799-2530).

OCTOBER 3: Special train using restored ex-PRR K4s steam locomotive #1361 from Vail to Bellefonte, PA and return. Train leaves Vail 9:30 AM, returns 4 PM. For ticket information, contact Railroaders Memorial Museum, 1300 Ninth Avenue, Altoona, PA 16603 (telephone 814-946-0834).

OCTOBER 3: Bellefonte Historical Railroad Society will operate RDC-1 car #9167 from Bellefonte to Vail, PA to connect with K4s steam excursion listed in previous item. Car will leave Bellefonte 8 AM and after arrival at Vail will be coupled into excursion train for return to Bellefonte. In afternoon, car will leave behind steam locomotive at 2:30 PM, returning to Bellefonte under its own power about 5:30 PM. Fares: \$22 adults, \$18 children (under 12) for each round trip. Order tickets from: Bellefonte Historical Railroad Society, The Train Station, Bellefonte, PA 16823 (telephone 814-238-5842).

OCTOBER 3: "Reading-Blue Mountain Special" from Washington, DC, Baltimore, MD and Wilmington, DE to Temple, PA and return, sponsored by Baltimore Chapter NRHS. Amtrak excursion train leaves Washington (Union Station) 7:45 AM, Baltimore (Amtrak station) 8:49 AM, Wilmington (Amtrak station) 9:57 AM, arriving Temple 1:45 PM. Passengers will transfer to steam-powered train of Blue Mountain & Reading Railroad for trip to Hamburg, PA and return. Amtrak special will leave Temple at 4:25 PM, arriving Wilmington 7:45 PM, Baltimore 8:55 PM, Washington 10 PM. Route will be via Amtrak Northeast Corridor to Philadelphia ("Zoo" tower) and Conrail's ex-Reading mainline beyond. Fares: From Washington \$64 adults, \$58 children (5-11); from Baltimore \$59 adults, \$53 children; from Wilmington \$54 adults, \$48 children. All fares include BM&R sidetrip. Box lunch \$5 additional. Private car Caritas is to be included in Amtrak train, with first-class accommodations available. Order tickets from: Baltimore Chapter NRHS, P. O. Box 10233, Baltimore, MD 21234. Inquiries regarding Caritas should be directed to: High Iron Travel Corp., P. O. Box 5344, Denver, CO 80217 (telephone 303-825-8885).

OCTOBER 3: Fall foliage excursion on Allegheny Railroad (ex-PRR) from Erie to Emporium, PA and return, sponsored by Lake Shore Chapter NRHS. Diesel-powered train leaves Erie (Amtrak station) 8 AM. Fares: \$54 per person in coach, \$96 in first class. Order tickets from: Lake Shore Railway Historical Society, P. O. Box 571, North East, PA 16428 (telephone 814-825-2724).

OCTOBER 4: Fall foliage excursion on Allegheny Railroad from Erie to Kane, PA and return, sponsored by Lake Shore Chapter NRHS. Diesel-powered train leaves Erie (Amtrak station) 11 AM. Fares: \$41.50 per person in coach, \$73.75 in first class. Order tickets as in previous item.

## EXTRA LIST (Continued from Page 3)

OCTOBER 4: Second Greater Delaware Valley Train & Railroadiana Show & Sale, at Betsy Ross Convention Center, Route 130 near Betsy Ross Bridge, Pennsauken, NJ, 9 AM to 4 PM. Admission: Adults \$3.50, children under 12 free. Tables: \$25.00 each. For information, contact Bruce Heiner, Delaware Valley Train Meet Associates, P. O. Box 240, Gibbsboro, NJ 08026 (telephone 609-596-1630).

OCTOBER 7: Private car Caritas will operate as part of special train from Washington, DC to Pittsburgh, PA via CSX (ex-Baltimore & Ohio) for annual convention of American Association of Private Railroad Car Owners. Train leaves Washington (Union Station) 11:30 AM, arrives Pittsburgh (Grant Street station) 7:30 PM. First-class fare (including meals and open bar): \$149. Contact High Iron Travel Corp., P. O. Box 5344, Denver, CO 80217 (telephone 303-825-8885).

OCTOBER 10: "Autumn Leaf Special" via Norfolk & Western from Hagerstown, MD to Luray, VA and return, sponsored by Winchester Chapter NRHS. Powered by Southern Railway Heritage FP7 diesels, train will leave Hagerstown (N&W yard) 8 AM, arriving Luray 11:30 AM; returning, train leaves Luray 3 PM, arrives Hagerstown 5 PM. Tickets include admission to Page County Heritage Festival at Luray. Fares: \$45 adults, \$40 children (5-11). Order tickets from: Winchester Chapter NRHS, 218 West Whitlock Avenue, Winchester, VA 22601, enclosing stamped, self-addressed envelope. For information, telephone 703-662-7130 weekdays.

OCTOBER 11: Diesel-powered excursion from Hamburg and Temple, PA to Tamaqua, PA and return via Blue Mountain & Reading and Conrail's ex-Reading Shamokin secondary track. Reading Company Technical & Historical Society's former Reading GP30 #5513 and C630 #5308 may be used. Train leaves Hamburg 8 AM, Temple 9 AM. Fares: \$27 adults, \$15 children (12 and under). Order tickets from: 425 Concessions, c/o BM&R Railroad, P. O. Box 425, Hamburg, PA 19526 (telephone 215-562-4083).

OCTOBER 18: Steam special using Blue Mountain & Reading 4-8-4 #2102 and ex-Erie Lackwanna coaches from Hamburg and Temple, PA to Jim Thorpe, PA and return via BM&R and Conrail's ex-Reading and Lehigh Valley lines. Train leaves Hamburg 8 AM, Temple 9 AM. Fares: \$39 adults, \$22 children (12 and under). Order tickets as in previous item.

OCTOBER 18: Amtrak excursion from Lancaster and Harrisburg, PA to Wellsboro Junction, PA and return via Amtrak mainline, Conrail Buffalo Line and Corning secondary track, through the scenic Grand Canyon of Pennsylvania, sponsored by Lancaster Chapter NRHS. Train leaves Lancaster 6:30 AM, returns 12:15 AM. Fare: \$65 per person. Order tickets from: Lancaster Chapter NRHS, 249 Julia Avenue, Strasburg, PA 17579, enclosing stamped, self-addressed envelope.

OCTOBER 25: Eleventh annual electric and steam excursion from Washington, DC to Strasburg, PA and return, sponsored by Washington, DC Chapter NRHS. AEM-7-powered Amtrak special will operate directly from Washington Union Station via Northeast Corridor to Philadelphia, then to Leaman Place, PA, where passengers will transfer to Strasburg Rail Road steam special (possibly doubleheaded) to Strasburg. Fares: \$63 adults, \$59 children (5-11), with first-class accommodations in Chapter's Pullman Dover Harbor available for \$109 per person. For tickets and schedule information, write: "Strasburg Special," P. O. Box 456, Laurel, MD 20707, enclosing stamped, self-addressed envelope. For further information, telephone 301-292-6481 between 9 AM and 5 PM.

NOVEMBER 1: Diesel-powered special train from Hamburg and Temple, PA to Horse Shoe Curve, near Altoona, PA, and return, via Blue Mountain & Reading and Conrail's ex-Reading and PRR mainlines. Ex-PRR E8 locomotives will be used. Train leaves Hamburg 6 AM, Temple 7 AM. Fares: \$59 adults, \$39 children (12 and under). Order tickets as in October 11 item.

NOVEMBER 14: All-electric excursion with SEPTA's rare Pioneer III cars over portions of Philadelphia commuter rail system, sponsored by Philadelphia Chapter NRHS. Special train leaves 30th Street Station (Upper Level) 9:50 AM, returns 4:30 PM. Lunch and photo stops included. Fare: \$19 per person. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope. For further information, telephone 215-947-5769 or 215-828-0706 evenings.

NOVEMBER 15: Excursion on SEPTA's former Philadelphia & Western high-speed electric line using former Chicago transit cars, sponsored by Buckingham Valley Trolley Association. Four-car train will be featured. Tentative fare: \$15 per person. For information, contact George Metz, 130 Springton Lake Road, Media, PA 19063 (telephone 215-565-0528). Arrangements are being made to jointly sell tickets for the November 14 and 15 excursions, with NRHS and BVTA each providing "one-stop shopping" for both trips. Further details in October Cinders.

NOVEMBER 21: Annual Holiday Railroad Extravaganza, model railroad and railroadiana show and sale, sponsored by Abington Township Police Association, at Abington Junior High School, Susquehanna Road, Abington, PA, 10 AM to 3 PM. Admission: \$2 per person, under 12 free. Tables \$12. For information, contact ATPA, P. O. Box 211, Abington, PA 19001, telephone 215-887-1460.

## CSX TRANSPORTATION REVISES ITS TRAIN SYMBOLS

As part of a systemwide resymboling of its freight trains, effective July 1, CSX Transportation has assigned new three-digit symbols of the type formerly used by predecessor Seaboard System. (Intermodal trains had earlier received the numerical symbols.) Therefore, the following changes should be made in the CSXT Baltimore Division schedules from and to Philadelphia, as shown in June Cinders:

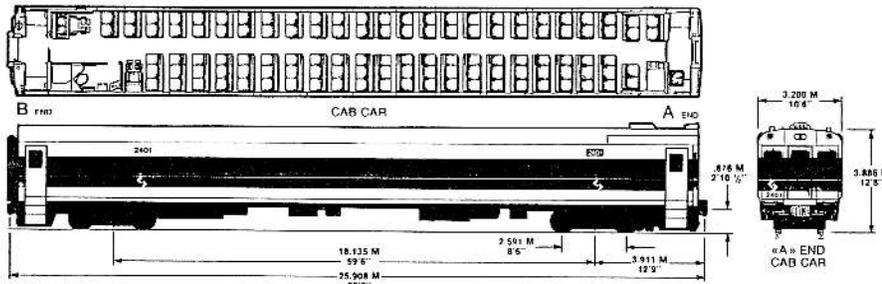
Train 85 Philadelphia to Potomac Yard -- now 405  
 Train QCFL Philadelphia to Cincinnati -- now 377  
 Train 682 Potomac Yard to Philadelphia -- now 404  
 Train CHES Cumberland, MD to Philadelphia -- now 346 (operating only Brunswick, MD to Philadelphia)

# PHILADELPHIA EXPRESS



## FRANK G. TATNALL, JR.

The first of 35 push-pull railcars, designed by Pullman-Standard and built by Bombardier, will be shipped to SEPTA early this month from Bombardier's assembly plant in Barre, VT. Car 2401, one of ten cab control cars, will be the initial arrival at AMTRAK's Penn Coach yard near 30th Street Station, where the equipment will likely be based until SEPTA's new shop facility and yard at Frazer, PA are opened in mid-1988. Land has been cleared at Frazer and a formal groundbreaking ceremony was held August 21, but actual construction has not yet begun.



The final 85-foot SEPTA car, #2410, is scheduled to be shipped to Philadelphia about December 14, but delivery of the seven AEM-7 electric locomotives from Electro-Motive's La-Grange (IL) plant is less certain. The first of these push-pull-equipped units is not expected to arrive until some time in November, meaning that early test runs of the Bombardier cars will probably be performed on weekends with borrowed MARC AEM-7's from Maryland. (AMTRAK electric locomotives are not equipped for push-pull operation.)

As previously reported, the SEPTA AEM-7's will be numbered 2301-2307, the 2501-2525. Bombardier recently ran an attractive ad in trade publications featuring the SEPTA cars, from which the drawing here is taken.

SEPTA took delivery August 10 of three rebuilt SW1200 diesel switchers, #50, 51 and 52. Painted standard gray, the units will be used for general work train service, and are equipped with oversize sandboxes for sanding of rails during the fall leaf season. Former Milwaukee Road #649, 626 and 639 respectively (built in 1954), they were rebuilt by Chrome Locomotive of Silvis, IL and moved to Philadelphia via BURLINGTON NORTHERN-Chicago-CONRAIL.....Replacement of worn signal cables on the Chestnut Hill East Line was to be completed early this month, but actual hook-up work will delay the resumption of normal speeds on the branch until at least October 1. The Norristown Line is next on the signal cable repair list.....Work on the big center city track project will begin September 18, but major trackwork in the 30th Street area has been put off until early next year.

SEPTA made a number of changes in its Regional Rail timetables August 9, as it adjusted schedules to provide for five fewer crews. Among the major changes were elimination of express #9336 from Elwyn in the morning as well as Secane local #310, substituting a new local (#336) from Elwyn. On Route R5, hourly off-peak service from and to Doylestown was restored on weekdays and Saturdays, along with half-hourly Lansdale service on weekdays, after completion of a trackwork project. New public timetables were issued for all lines except the Airport, and revised Employee Timetable #4 also became effective August 9. The latter is of interest because it no longer includes train schedules--employees must use the public forms. However, it is understood that these will be restored with the change to standard time in October.

SEPTA has formally rejected the two bids received last March for private operation of rail service between Fox Chase and Newtown and Norristown-Pottstown. Next step is issuance of a "request for proposals" rather than a new round of bidding. Meanwhile, frustrated by the delay in restoring trains to the Newtown Line, State Senator James Greenwood of Bucks County has suggested that a county-backed transit authority might be formed to operate the 15-mile route.....SEPTA has ordered 200 electrically-operated destination sign devices for its trains at a cost of \$165,000. These are similar to the test units installed in Silverliners 103-104.....Two deaths occurred this summer on the R3 Media-Elwyn route. On July 19 a female passenger who had just gotten off train #2315 at Primos station stepped in front of train #2322 moving in the opposite direction. Then, on August 11 an elderly woman was struck and killed by train #364 at the South Wycombe Avenue crossing just north of Lansdowne station.

The United Transportation Union ratified a new three-year contract with SEPTA on August 3, leaving only the Locomotive Engineers and the Clerks Union unsigned. The old contracts expired in mid-1986..... In June SEPTA completed rebuilding work on the bridge over Valley Road at Melrose Park station, allowing resumption of normal service and disconnecting the temporary center track. Work on the Broad Street viaduct at Logan station in North Philadelphia should be completed this month. One track has been swung over onto the adjoining CONRAIL bridge. Work on the Cobbs Creek and Ridley Creek bridges on the Media-Elwyn line is continuing..... Blueliners 9118 and 9131 have been moved to the Fern Rock shop, where they will rest alongside Broad Street subway cars while receiving wheel and truck work.

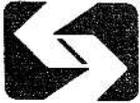
(Continued on Page 6)

## PHILADELPHIA EXPRESS (Continued from Page 5)

During the unusually long hot spell in July, with temperatures reaching the high 90's on several days, SEPTA again imposed a 50-mph speed restriction on all trains operating on the former Reading lines. The instructions were relayed by radio from Wayne tower (Bert Pennypacker).....SEPTA has put new train monitors in service at 30th Street Station. Similar to the schedule monitors at Suburban and Market East Stations, the tubes are located both in the concourse and on the train platforms.....SEPTA is continuing to install Swiss-built Autelca ticketing machines at outlying stations. They have appeared at Jenkintown and at several stations on the Paoli Line.

An R6 train inbound from Norristown tore down an overhead power line at 16th Street Junction in North Philadelphia July 21, causing serious afternoon delays on several lines. The accident was blamed on high temperatures causing the catenary to sag.....The steady growth of ridership on Regional Rail Division trains appears to have ended last December, according to Delaware Valley Rail Passenger. December ridership declined from 1.66 million in 1985 to 1.28 million in 1986, and remained flat or declined further over the next four months. The DVARP publication attributes the downturn to worsening on-time performance of SEPTA trains.

SEPTA officials were mildly shocked when they opened the bids for 26 new Norristown transit cars on August 12. The low bidder turned out to be a consortium of the Swedish ASEA and AMTRAK, but the base bid of \$1.69 million per car wasn't considered low by SEPTA. A second bidder, Canadian-based UTDC Corp., came in at \$1.82 million. Seventeen other potential bidders did not respond, either because of the relatively small size of the order or because of the controversial AC drive specified by SEPTA. If the ASEA-Amtrak bid is accepted, only 19 cars could be purchased with the currently available funding, SEPTA said. A new round of bidding is being considered.



Meanwhile, SEPTA is moving to shore up its operating fleet on the Norristown High Speed Line by purchasing four more PCC-type rapid transit cars (two married pairs) from the CHICAGO TRANSIT AUTHORITY. Two additional cars will be obtained as a parts supply. In July, SEPTA renumbered the ten CTA cars obtained last year to 480-489. Presumably, the newly-acquired cars will become 490-493.....Member Roy Soukup reports that a retired 160-series Strafford car has become a restaurant at the corner of 7th & King Streets in Wilmington. Its name? The "Trolley Stop," of course.....In June, State Auditor General Don Bailey called on PennDOT to devise a method of alerting transit systems whenever the driver's license of a bus operator is suspended or revoked. An investigation by his office, Bailey said, had found that at least 30 SEPTA drivers had been operating buses without valid licenses.

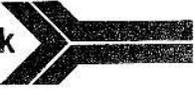
Route 23 was bused over its entire length during the period August 9-30, while street repairs and trackwork were performed. The north end of the route has been running buses since June, but will return to trolley service September 13. On that day Route 15-Girard Avenue will also return to rail operation..... Work is well along on the new trolley terminal at 69th Street, and rail service on Routes 101-102 is expected to resume September 14 after a three-month hiatus.....Most of the long-unused trolley tracks on Allegheny Avenue in North Philadelphia were paved over by PennDOT last month, putting the damper on proposals to turn Route 60 into a light rail demonstration project.....PennDOT also had its paving crews at work on North 5th and 6th Streets, covering up former Route 50 rails. No longer is it possible to transfer cars on their own wheels between Luzerne depot and Woodland shop because the two sections of the system are now physically isolated. The switches connecting Routes 15 and 50 at Girard Avenue are also gone.....Route 6 track has been removed from Broad Street in the vicinity of Olney terminal, as part of another repaving project.

SEPTA Chairman Lewis F. Gould, Jr. decided not to let a proposed \$22-million fare increase come to a vote at the Authority's August 19 board meeting, after Mayor Goode made it clear that Philadelphia's two representatives would veto the plan. Governor Casey's appointee to the board, H. Patrick Swygert, would also have voted with the City, Goode said, making the rejection binding. After a series of public hearings last month, management was ready to go ahead with the fare increase on September 1--SEPTA's fifth boost since mid-1984--to help offset a projected \$25 million deficit in its Fiscal 1988 operating budget (see Summer Cinders). Gould blamed the deficit on the State's failure to increase its funding to SEPTA beyond the current annual level of \$147 million. It is not known whether an amended fare increase proposal acceptable to the City can be worked out, but unlike last year SEPTA is not threatening any substantial cutbacks in service if it fails to receive more money.

The City in July announced a \$7.1-million plan to upgrade the somewhat seedy Chestnut Street Transitway, in an effort to attract more customers to the 12-block strip of shops and restaurants. Under the plan, all SEPTA buses except for the Route 76 midcity shuttle would be diverted off the Transitway between 10 AM and 4 PM, as would all NJ TRANSIT buses. Currently, route buses make about 1,100 daily trips along the Transitway, and general traffic is prohibited between 6 AM and 7 PM from 6th to 18th Streets.....A new group known as the Transit Riders Action Campaign (TRAC) has been formed to push for improvements in SEPTA service, safety and funding levels. TRAC is affiliated with the Pennsylvania Public Interest Coalition, according to press reports. ....SEPTA's police force is now 134 officers strong. Each has the full powers of a City police officer (SEPTA Lines).....Edward L. Farrell, Jr., who hired on with the Philadelphia Rapid Transit Company in 1935 and retired 40 years later as a general superintendent for SEPTA, died August 12 at the age of 74..... David B. Williamson, 32, City transportation coordinator in the administration of former Mayor William J. Green, was found dead in his center city home June 5.

## PHILADELPHIA EXPRESS (Continued from Page 6)

In July the House of Representatives passed a transportation appropriations bill for Fiscal Year 1988 (beginning this October 1) which cut AMTRAK from \$614 million to \$602 million, and special Northeast Corridor funding from \$27 million to \$26.4 million. Congress reconvened September 9 after its summer recess, and the Senate Appropriations Subcommittee chaired by Senator Frank Lautenberg of New Jersey will begin consideration of its own transportation funding bill (NARP and Rail Travel News).....President Reagan on July 11 signed a supplemental appropriations bill which includes \$5 million to restore the Montrealer's route north of Springfield, MA, where poor track conditions on the BOSTON & MAINE forced suspension of train service last spring. The bill also provides \$16.9 million for Northeast Corridor improvement work (Amtrak Newsbreak).


**Amtrak**

AMTRAK's board has approved funding for a production line at the Bear (DE) facility where three and six-year equipment overhauls will be performed. Also approved was the startup of a program to install luggage restraints in overhead baggage racks of 125 Amfleet and Heritage cars (Newsbreak).....Correcting an item in the last issue, Amtrak E44 #500 is former CONRAIL-NJ TRANSIT #4463, 4464 is now 501, 4465 is 502 and 4460 is 503. The units were painted in the platinum mist scheme at Bear and moved to Wilmington for electrical and mechanical work, prior to entering non-revenue service (Wilmington Chapter Transfer Table).....AMTRAK has purchased Budd Company's one-of-a-kind climate testing facility for railcars, which has been located at Philadelphia's Hunting Park plant for the last 40-odd years. The equipment will be moved to Amtrak's Beech Grove (IN) shops (Mike Burshtin).

AMTRAK GP7 #779 has become the first "pumpkin" to be painted in platinum mist. The unit is based in Philadelphia.....Two three-car sets of 800-series Capitolliners are again operating (mostly) without assistance between Philadelphia and Harrisburg, while a third demotored set is regularly hauled by an AEM-7.....Capitolliners on train 609 pulled down the wires at "Roy" interlocking near Middletown, PA on August 17. SEPTA loaned AMTRAK a set of Silverliners, which deadheaded from Paoli to Lancaster to pick up eastbound passengers waiting in vain for the 800's to return.....Have you noticed those big "We the People 200" and AMTRAK banners flying from the east side of 30th Street Station?.....Apparently AMTRAK has disassociated itself from the term "Amcoach." All the repainted cars are labeled simply "Coach".....AMTRAK's new ticket office in center city Philadelphia is scheduled to open in October, as part of the Eastern Airlines office in Four Penn Center.

Because of freight derailments on CSX's Washington-Pittsburgh mainline, AMTRAK trains 29-30 Capitol Limited detoured via Harrisburg and CONRAIL's Port Road branch on July 4, 19, 23, 24 and 28. As a result of the seemingly excessive number of derailments, the Federal Railroad Administration is conducting a special inspection of the CSX trackage between Harpers Ferry, WV and McKeesport, PA (Lancaster Chapter Dispatcher).....Chapter Senior VP Mike Burshtin appeared in an AMTRAK News photo taken at Leaman Place, PA June 13 during a special 85th birthday salute to the Broadway Limited. Only trouble is, when the photo was reproduced in the Lancaster Dispatcher Mike was identified in the caption as "Candy Dona".....The new State budget signed by Governor Casey on July 3 eliminated all funding for the High Speed Intercity Rail Passenger Commission, which has been promoting a multi-billion dollar high-speed railroad between Philadelphia and Pittsburgh.

"One reason for a big upsurge of interest in train riding this summer," asserts Rail Travel News in its latest issue, "was a massive loss of confidence by American travelers in the airline system".....Passenger miles of 528.2 million in June 1987 were six percent above June last year, and passenger revenues for the month rose from \$59.4 million to \$63 million, highest levels for the month in AMTRAK history (RTN).....All Aboard America fares are now restricted in the number of train-to-train transfers as well as stopovers. Regular AAA fares now permit a maximum of 12 transfers and three stopovers (NARP News).....The National Park Service is extending its historical guide program on trains 46-47 Pennsylvanian until October 24. The successful program features an NPS guide who provides on-board commentary between Altoona and Johnstown, PA on Saturdays only (formerly on Fridays)(Newsbreak).....AMTRAK has awarded a \$3-million contract to Harmon Industries for the design and manufacture of signal equipment for the upgraded Atlantic City passenger line. Passenger service is to begin in 1989 (Railway Age).


**CONRAIL**

CONRAIL and SANTA FE began a 76-hour runthrough intermodal service on July 28 from North Jersey to Los Angeles, possibly the fastest transcontinental piggybacks ever scheduled. Operating as train TVLA over the Water Level Route (MAIL-9 via Allentown-Harrisburg on Sundays and Mondays), the through train has arrived in LA well ahead of schedule on most days. It carries U.S. Mail and other high-priority traffic, and was made possible by a new contract between Conrail and the U.S. Postal Service.....CONRAIL operated a super inspection train from Chicago to Buffalo, Selkirk and Philadelphia on August 5-6. Arriving at 30th Street Station, the train was headed by E8A's #4021-4020 and totaled 13 cars, including four yellow-and-green CHICAGO & NORTH WESTERN sleepers and C&NW's ex-Milwaukee full-length dome-lounge Powder River. (Yes, the dome car did fit into the lower level of 30th Street--possibly the first dome ever to enter that station).

As part of a feature article on CONRAIL Chairman L. Stanley Crane, Railway Age in its August issue ran a full-color photo of double stack train TV-301 crossing Starrucca Viaduct on the ex-Erie Lackawanna route near Susquehanna, PA. The photographer: Chapter Member Dick Adams. The photo was mislabeled, however, describing the scene as the Rockville bridge over the Susquehanna River near Harrisburg--a route with insufficient clearances for stack trains.....CONRAIL changed its symbols for the "Orange Blossom Special" to TV-171 and TV-172 effective July 1, to conform with new symbols applied by CSX to its portion of the Florida-Kearny, NJ run. Conrail has begun a program to improve clearances on the former Reading New York Short Line in Northeast Philadelphia, aimed at ending restrictions on piggyback cars over this route. (Continued on Page 12)



Amtrak 9630, first of the Capitoliner cab-car conversions, has entered service on the San Diego-Los Angeles line. In mid-August it was undergoing tests as a control car on its new route. For the record, the first four conversions (9630-9633) will be the former 824, 817, 829 and 830, respectively. A fifth car may be ready for the October schedule change when nearly total push-pull service begins on the San Diego route.

Next routes to receive push-pull equipment will be the regional routes out of Chicago, such as Detroit and Milwaukee. Two San Diego cars testing on the Loop between Springfield, IL and Chicago were involved in a collision and resulting derailment in a confrontation with a dump truck. The consist was ex-C&NW bi-level cab car 9622, which may be scrapped, Amfleet cars 43010 and 44836, and F40 #337.

The 38-car San Diego program is nearing completion except for eight control coaches. Included are 16 coaches, seven cafe cars, five Custom Class cars, two baggage cars, in addition to the eight cabs. Following will be the initial phase of the Atlantic City conversion program, and I understand Amcoach 21067 will be the first "official" Atlantic City car, and this program will consist of 26 cars, including 16 coaches, four cafes and six cab cars. Speaking of the Atlantic City project, work has begun on rebuilding the Atlantic City Thoro-fare bridge. I noted in mid-August that the spans forming the fixed portion had been removed and lay on the ground in the marshes.

Elsewhere, as Amtrak continues along developing its three prototype low-level cars, no new production orders are in sight. However, new motive power will be appearing on the scene, to consist of seven AEM-7 electrics and nine new standard F40PH units are on the way, plus two "next generation" units, to be perhaps tagged F59PH-AC's, which will have the latest 710 engine and AC motors. While the AEM-7's have been widely reported to be numbered 947-953 and the diesels 401-411, this apparently is not definite and we shall have to await further developments.

The eight E44 electrics acquired by Amtrak are being renumbered 500-507, and are 4463, 4464, 4465, 4460, 4462, 4458, 4459 and 4461, respectively. At this writing the 506 and 507 haven't yet been repainted, and all of the units are apparently still awaiting electrical and mechanical attention.

Amtrak has another 60-seat Amcoach in the shop for conversion to an 84-seat type. Car 21830 will become the 44279.

There are apparently two three-car sets of Westinghouse-powered Capitoliners converted to "towed" configuration (814, 822 and 825-828), leaving 11 active cars still available for self-propelled action.

In commuter rail items, the Long Island still maintains a fleet of 12 Alco and four EMD control cars, all re-equipped with new power plants from a different manufacturer. The last "pure" Alco cabs ran last summer. Pending completion of the electrification to Ronkonkoma in December, remaining control car assignments are being filled by MP15AC diesels, a rather expensive alternative. Four coaches had been rebuilt as power-bar cars but this project seems to have been a failure as the cars never appear in service.

Weekend parlor cars are noted in the Montauk timetable, with all 13 assigned Friday evenings. In order of Jamaica departure, they run three, six and three cars (all former MU coaches) while the 7:10 PM train had the Morris Park, a former B&O sleeper-observation, rebuilt with new smooth sides and incorporating 20 parlor seats in the lounge plus five bedrooms. Sunday evenings, only nine cars (all ex-MU's) are scheduled, with two, one, four and two cars operated in order leaving Montauk.

For the record, trains leaving Jamaica Fridays are: Train #14-Hampton Express, Train #16-Cannon Ball; Train #24-Sunrise Express, leaving Jamaica 3:43, 4:33 and 6:13 PM, respectively, and Train #30 at 7:10 PM. The return lineup on Sundays leaving Montauk are Train 4015 (3:30 PM), 4019 (5:02 PM), 4021-Cannon Ball (6:30 PM), and 4025-Beachcomber (8:30 PM).

Long Island has increased its budget from \$213 to \$320 million to rebuild Jamaica station. Approaches will be rebuilt to permit raising approach speeds from 15 to 30 mph. A new control tower will centralize operations, but planned express tracks through the present Tracks 4 and 5 may be deferred to reduce costs. A new passenger platform will be added on the south side (the opposite side of the platforms from the office building).

(Continued on Page 9)

## ON THE SCENE (Continued from Page 8)

NJ Transit has begun the reconstruction of its Elizabeth station, a major project which will include a slight relocation northward and new high level platforms. Also on NJT, the 20 new coaches from Bombardier (5800-5819) are coming on stream now and the first rebuilt Jersey Arrow I cars have been received. As such, it's not surprising to hear that NJT has scheduled a "Farewell to the E8's" trip (see "Extra List") for September 13 between Hoboken and Bay Head. I presume this will be the swan song for the steam-heated coaches, as well.

Ten "new" locomotives are on order for NJ Transit from Morrison-Knudsen. Eight ex-Conrail and two ex-Rock Island GP40's are being rebuilt with existing cab and low nose hood, but with full-width cowl bodies behind the cab salvaged from retired Burlington Northern F45's. They should look interesting.

Maryland DOT, on the other hand, is receiving five "GP39PH-2's" rebuilt from former CR and B&O GP40 units. By installing a 12-cylinder power plant in place of the original V-16, a 350 KW Cummins HEP set can be inserted within the existing long hood.

With my move to the West Coast, I have been able to observe close-up the West's only commuter rail service, out of San Francisco down the peninsula to San Jose. Long the haunts of Southern Pacific's Fairbanks-Morse Train Masters, the motive power progressed through boiler-equipped GP9's, a pair of SD9's, SDP45's and the only three GP40P-2's. When Caltrans took over, the operation was completely renewed to contemporary standards with HEP and push-pull equipment.

For motive power, this means the ubiquitous F40, with an 18-unit fleet (#900-917) named for on-line locations. Two additional units were recently ordered to provide an additional shop margin. Rolling stock had been a mix of 46 gallery cars and about 27 classic "Harriman" coaches; these have been replaced by a fleet of 73 Japanese gallery cars (including 21 cab cars) which were assembled in San Francisco by General Electric.

Fourteen trainsets are required for this service, operated down the double-track route to San Jose which is equipped with searchlight signals. Nine sets are three cars each, with the other five consisting of four to six cars, leading to a base requirement of 51 cars. Two cars (3842 and 3846) were missing, and may be those which reportedly were never accepted due to salt water damage in shipment. Spare cars are all kept at San Francisco, while locomotive spares may be found either at San Jose or SP's Roseville (CA) shops. As in many commuter operations, reverse commutes to the Silicon Valley have become significant and are catered to in the schedule.

While in San Francisco, I observed transit operations, too, and the famous cable car routes consist of three lines using two types of cars. The Powell Street lines use single-end cars with turntables at each end (and no, you can no longer help turn the cars at the end of the line!). Both lines serve the popular Fisherman's Wharf area and are hence overrun with tourists during the summer. The Powell-Hyde Line is more scenic than the Powell-Mason line because it ascends higher and steeper hills. In peak periods, 19 cars are assigned but I noticed long lines at terminals and, frankly, no effort was made by Muni people to expedite service to cope. Longer double-end cars run on the California Street line between Van Ness Avenue and Market Street. It is a more typical transit service, with four cars in the off-peak and seven in rush hours. The lines cross at Powell and California and the Powell cars must "drop rope" to avoid fouling the higher California Street cable.

The summer streetcar service on Market Street between Castro and the Transbay Transit Terminal uses a pool of ten cars (I saw seven on a Wednesday afternoon). Of interest to Chapter members are "Boat" trolley 228 from Blackpool (which ran in Philadelphia in 1976) and Milan 1024 (which looks a bit like a smaller PTC 8000-type car).

Also in the Bay Area, BART has opened a second track through the downtown Oakland area to ease rush-hour congestion. At the bi-level 12th Street Station, the new track is on the upper (outbound) level, forming an island platform. Rush-hour trains on the Concord-Daly City line use the new line weekdays, inbound in the morning and outbound in the evening. The first "C" type cars are in test service and will enter service this fall. They are control cars but do not have the unusual sloped ends of earlier BART control cars.

Down the Coast, 54 new articulated cars have been ordered from Japan's Sumitomo Corp. (this is a trading company-- the actual builder is not clear as yet) for the new Los Angeles-Long Beach light rail line. To equip the new line to be built in the median of the Century Freeway, an option has been taken on an additional 42 cars.

Coming across the country, Chicago's last new cars have been delivered by Transit America, and are assigned to the Lake-Dan Ryan, Ravenswood, Evanston and West-Northwest lines. Chicago has about 100 older cars in service, all reportedly in the new gray livery. The single-unit cars (1-50) operate on the Evanston and Skokie line, while refurbished 6000's see duty on Ravenswood trains.

Baltimore opened its extension to Owings Mills July 19, adding three new stations.

New York, by mid-June, was running less than 250 non-air-conditioned IRT subway cars, mostly on express routes 3 and 5. The R62A's are on routes 1, 3 and 6 with current deliveries going on route 3. (Line 5 will eventually be fully equipped with rehabilitated air-conditioned cars). The oldest cars in service on any American rapid transit line are approximately 200 R10 class cars on the C line, the rush-hour Eighth Avenue-Concourse locals. Over half of this fleet received a facelift several years ago and operate in dark olive with a silver roof.

## Directors at Roanoke Vote Changes in NRHS By-Laws



Rebuilt Norfolk & Western A-class 1218 blasts up Christiansburg (VA) hill during a spectacular "run-past" of the Roanoke convention passenger special pulled by streamlined J #611. The date: Saturday, August 1, 1987. - PHOTO BY FRANK TATNALL

In addition to its spectacular steam trips, the NRHS convention in Roanoke produced several changes in the national By-Laws. Among the changes approved by the directors at their meeting on July 31 were these:

- The minimum age requirement of 16 was abolished. Individual chapters may now set their own minimum age rule for regular membership.
- The "family member" category has been expanded to include not only the spouse but children living in the same residence as well.
- The half-year membership category, formerly applying June 1 through October 31, has been cut back to June 1-September 1. Full memberships (\$19 per person for Philadelphia Chapter and the National) will apply from September 1, 1987 through December 31, 1988. Renewal notices will be sent out from National in early October.
- Chapters are now free to set their own requirements for a quorum at meetings.
- The minimum age for chapter national directors has been reduced to 18.
- Automatic renomination of incumbent national officers has been eliminated and a nominating committee established.

The above information is taken from Chairman V. Allan Vaughn's NRHS News.

Philadelphia Chapter was represented by a fine turnout at the Roanoke convention, which extended from July 29 to August 2. Members noted in attendance were: Dick Adams, Dick Avey and family, Dick Barben, Howard Bender, Cholly Benz, Jim Boyd, John Burke, Mike and Lynn Burshtin, Sheila Dorr, Larry and Marie Eastwood, Bob Fletcher, John Francis, Andy Hart, Michael Hopkins, Don Kehl, Jim Knox, George Metz, Don Morrison, Phil Mulligan, Harry Myers, Jim Myers, Milt Pricskett, Pat Purcell, Dick Roden, Phil Sammis, Walt Schopp, Pete Senin, Walt Stringer, Frank Tatnall, Bill Wagner, Fred Weisenbach and George Weiss.

Everyone who was there appreciated the outstanding organizational job turned in by the host Roanoke Chapter. In July 1988, it will be Tri-State Chapter sponsoring the national convention at Somerset, NJ--the "Garden State in '88"!

Member Howard Bender is looking for someone willing to make duplicates of a few slides taken at the NRHS convention in Roanoke. Howard, of course, will pay for the cost of the duplicates. Write him at 49 Garlor Drive, Havertown, PA 19083, or telephone 215-449-7125.

### TRI-STATE CHAPTER OFFERS PRE-REGISTRATION FOR '88 CONVENTION

Following some dissatisfaction with the ticketing process at this year's Roanoke convention, a new wrinkle will be added for the 1988 gathering in Somerset, NJ.

Tri-State Chapter, host for the convention next July 23-31, has announced a unique pre-registration arrangement for NRHS members only, designed to give everyone an equal chance of securing tickets for the many planned events. By paying in advance a registration fee of \$10 per person (plus \$3 for each family member), members may reserve their space for all events for a "reasonable time" after the convention packages are mailed (probably in April). For hotel rooms, a \$10 deposit per room should be added. These payments will be refunded if the member later changes his or her mind, no questions asked.

Further information about the "Garden State in '88" convention will be appearing over the next several months, but pre-registration may be accomplished now by mail to the host chapter, Tri-State Railway Historical Society, P. O. Box 2243, Clifton, NJ 07015, enclosing NRHS membership number and check payable to "Tri-State Chapter NRHS." Those wishing a receipt should also enclose a stamped, self-addressed envelope.

With this giant convention so close at hand, Philadelphia Chapter members will undoubtedly wish to reserve early.



# AMTRAK MOTIVE POWER ROSTER

(Corrected to August 1, 1987)



ROAD NUMBERS	MODEL	BUILDER	YEAR BUILT	HORSEPOWER	WHEEL ARRANGEMENT	TOTAL UNITS	NOTES
7	45-ton	GE	1941	300	B-B	1	
9	65-ton	GE	1942	470	B-B	1	
58-65	RTG Turbo	ANF/AMTK	1973-1974	1140	B-2	8	
66, 67	RTG II Turbo	ANF/AMTK	1974	1140	B-2	2	1
68, 69	RTG Turbo	ANF/AMTK	1975	1140	B-2	2	
104, 106, 107	RS3C	Alco/AMTK	1951	1200	B-B	3	2
150-163	RTL Turbo	Rohr	1976	1140	B-2	14	
200, 201	F40PH	EMD	1976	3000	B-B	2	
202	F40PHAC	EMD	1976	3000	B-B	1	1, 3
203-245, 247-400	F40PH	EMD	1976-1985	3000	B-B	197	4
485-489, 491	FL9	EMD	1957	1750	B-A1A	6	
500-507	E44/E44A	GE	1962-1963	4400/5000	C-C	8	5
550-567	SSB1200	EMD/ATSF	1939-1959	1200	B-B	18	6
575-599	CF7	EMD/ATSF	1949-1956	1500	B-B	25	7
600-609	E60MA	GE	1974-1975	6000	C-C	10	5
700-712, 714, 716-724	P30CH	GE	1975-1976	3000	C-C	23	
732, 734, 736-738, 742, 743	SW1	EMD	1941-1950	600	B-B	7	
747-750	SW8	EMD	1951-1953	800	B-B	4	
760	GP9	EMD	1952	1750	B-B	1	
761, 762	GP7	EMD	1950-1952	1500	B-B	2	
764-775	GP9	EMD/GMD	1950-1957	1750	B-B	12	
776-784	GP7	EMD	1950-1953	1500	B-B	9	8
901, 902, 904-946	AEM-7	EMD	1980-1982	7000	B-B	45	5,9
950, 953-955	E60CP	GE	1974	6000	C-C	4	5

#### SOURCES

Amtrak  
Extra 2200 South Magazine

#### BUILDER ABBREVIATIONS

Alco - American Locomotive Co./Alco Products, Inc.  
AMTK - Amtrak  
ANF - ANF/Frangeco (France)  
ATSF - Atchison, Topeka & Santa Fe Railway  
EMD - Electro-Motive Division, General Motors Corp.  
GE - General Electric Co.  
GMD - General Motors Diesel, Ltd. (Canada)  
Rohr - Rohr Industries, Inc.

TOTAL AMTRAK UNITS =

405

#### NOTES

- 1 - Rebuilt at Amtrak Beech Grove (IN) shops
- 2 - Repowered with EMD 645 engines
- 3 - Equipped with Brown Boveri AC traction motors
- 4 - 11 additional units on order
- 5 - AC electric locomotives
- 6 - Rebuilt by ATSF at Cleburne, TX from NW2's, SW9's, SW1200's
- 7 - Rebuilt by ATSF at Cleburne, TX from F3A's, F7A's, F9A's
- 8 - Unit 784 is former Washington Terminal 80
- 9 - 7 additional units on order



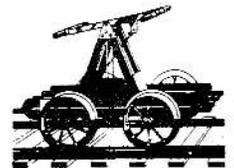
### POSTAL SERVICE TO ISSUE LOCOMOTIVE STAMPS OCTOBER 1

The U. S. Postal Service will issue a pane of five locomotive stamps in booklet form on October 1, marking the start of National Stamp Collecting Month.

The Postal Service said that the series of 22-cent stamps is intended to recognize the importance of five distinctly different locomotives "that helped to launch the railroad era in America beginning in 1829." The stamps depict the historic Stourbridge Lion (1829), Best Friend of Charleston (1830), Camden & Amboy's John Bull (1831), Brother Jonathan (1832) and Philadelphia & Reading's Gowan & Marx (1839).

(From AAR Rail News Update)

**STEAMING  
ALONG WITH  
STAMP  
COLLECTING  
ALL ABOARD!**



### BURSHTIN ELECTED TO FRM BOARD

Senior Vice President Michael Burshtin of Philadelphia Chapter was elected to the board of directors of Friends of the Railroad Museum, at FRM's annual meeting in Strasburg June 27.

FRM works closely with the Railroad Museum of Pennsylvania in promoting the museum and in helping to rebuild and maintain the large collection of locomotives and equipment on display at Strasburg.

PHILADELPHIA EXPRESS (Continued from Page 7)

Following its first stockholders meeting since becoming a private company, CONRAIL announced July 29 that its new board of directors had declared a 25-cent-per-share cash dividend, payable September 15 to shareholders of record August 28.....CONRAIL on August 19 said that it was filing unfair labor practice charges against the International Longshoremen's Association for trying to force the operator of the railroad's Port Richmond coal terminal in Philadelphia to hire unneeded work gangs. Conrail later dropped the charges after the union agreed to negotiate.....CONRAIL will invest \$650,000 to expand capacity and improve operations at the ex-Reading Port Richmond coal pier, where anthracite "fines" from the Scranton area are loaded on ships for movement to Korea. During 1986, its first year of operation as a fines facility, the pier handled 233,000 tons of the granular material, and the new investment will double capacity to 500,000 tons a year.

Because of a freight derailment on CSX's mainline east of Cumberland, MD July 22, CONRAIL handled 13 CSX detour trains between Pittsburgh and Philadelphia July 23-25. Symbolized DET, the nine eastbound and four westbound trains were mostly piggybackers.....CONRAIL closed Valley Junction tower at West Reading, PA August 3, as the Harrisburg Division's traffic control system took over the territory.....Morrisville (PA) yard ended humping operations July 1.....Work has been completed on the rebuilding of Delaware Avenue in Philadelphia between Washington and Oregon Avenues. A new welded-rail track is in place in the median, but there is little traffic to move as most industries along the street are closed. Rebuilding of Delaware Avenue and its railroad is now underway from Washington Avenue to the Pier 30 area, north of which the Penn's Landing trolleys operate on track upgraded several years ago.

Two lightweight ex-SOUTHERN, ex-AMTRAK sleepers, #2857 and 2863, along with an ex-New York Central heavyweight car, have been stored in CONRAIL's South Philadelphia yard for several weeks. The property of a New Orleans man, the cars are destined for a museum in the South.....CONRAIL used a retired GP35, #2282, and GP9 #7440 to shoot an "Operation Lifesaver" safety movie August 12 on the Salem secondary track in Clarksboro, NJ. Films and videos recorded the two engines with a 12-car train smashing into an automobile at the Cohawkin Road grade crossing--but the "driver" was a test dummy.....CONRAIL last month moved about 500 employees into the brand-new One Liberty Place office building in center city Philadelphia, directly across Market Street from corporate headquarters at Six Penn Center. Conrail is the first tenant in the still-unfinished 60-story building, tallest in the City.....CONRAIL will handle the 50-car Strates carnival train September 8 from Syracuse, NY to the CSX connection at Park Junction, Philadelphia.

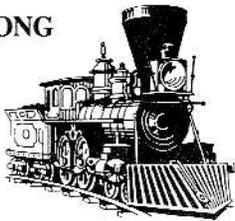
"CINDERS" RECEIVES BOUQUET FROM "THE SHORT LINE"

Editor G. M. McDonald of The Short Line, the well-known journal of shortline and industrial railroads, wrote as follows in issue #85 published earlier this year: "While on the subject of good publications, we must pay homage to a couple of the excellent NRHS chapter newsletters. For years we have marvelled at the volume of local news carried in Philadelphia Chapter's Cinders, and liberally quote from this excellent source from time to time..."

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Month



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