



# CINDERS

June 1989



## IN THIS ISSUE

AMTRAK'S ATLANTIC CITY SERVICE - Complete Coverage and Background Articles.....	1-5
PHILADELPHIA EXPRESS, by Frank Tatnall.....	6
Extra List.....	9
ON THE SCENE, by El Simon.....	10
CSX Baltimore Division Freight Schedule.....	11

Volume 50      Newsletter of the      Number 6

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

## OUR MEETING:

FRIDAY EVENING, JUNE 16, 1989

The Engineers' Club, 1317 Spruce Street, Philadelphia, PA  
 Dinner at 6:00 PM in the Club Dining Room (\$13 per person)  
 Meeting at 7:30 PM in the Conference Room (3rd Floor)

Philadelphia Chapter's program on Friday, June 16 will be a film presentation on the Pennsylvania-Reading Seashore Lines, presented by West Jersey Chapter Member George Cook, a noted rail photographer. With the opening of Amtrak's Atlantic City Express service on May 23, it's appropriate that we take a look back at some vintage PRSL activity.



Our usual sit-down dinner will be served in the Club Dining Room, at \$13 per person, beginning at 6 PM, by advance reservation. Reservations, WHICH ARE MANDATORY, must be made ON OR BEFORE WEDNESDAY, JUNE 14, 1989 to President Frank Tatnall at 215-828-0706. If you desire a fish dinner, please so indicate when ordering. You are cordially invited to come out and join us as we close out another meeting year, viewing the PRSL as it used to be!

## Amtrak Begins Shore Service

On Monday, May 22 Amtrak introduced its long-awaited Atlantic City Express service, bringing passenger trains into the shore resort for the first time in seven years. It was also the first time in its 18-year history that Amtrak has launched an entirely new service over a previously idle route. The entire project cost \$108 million in Federal, State and local funds.

Two invitation-only special trains of seven cars each were operated to Atlantic City, one from New York and the other from Washington, the latter picking up additional guests at 30th Street Station. (See El Simon's report on Page 3). Signal problems and a 10-mph slow order over the Delair bridge to New Jersey contributed to delays of about 45 minutes but failed to dampen the spirits of the "VIP's" on board. They included Amtrak President W. Graham Claytor, Jr; Senator Frank Lautenberg of New Jersey who was instrumental in securing the \$30 million in Federal funding for the project; and Gretchen Carlson, Miss America 1989, who served as goodwill ambassador for Atlantic City. A special dedication was held after arrival at the city's new \$20-million station.

The next morning, May 23, regular service began with the 7 AM departure of train #672 from Atlantic City station, which is not yet completed and which has only three of its five platform tracks installed. That train, and the first two runs from 30th Street, had all 400 seats reserved well in advance. Normal consist for the Express will be an F40 diesel locomotive on the north end, an Amclub, three Amcoaches, Amdinette and cab control car (converted 800-series Metroliner) facing south. Weekday service finds six trains operating in each direction, four of them 30th Street-Atlantic City, one from/to Washington and one from/to New York. Additional trains are carded on weekends.



This artwork is reproduced from the invitation which Amtrak sent to guests for the May 22 inaugural excursions.

(Continued on Page 2)

AMTRAK BEGINS SHORE SERVICE (Continued from Page 1)

Test and crew qualification runs were made almost daily in the month preceding opening day, many of the trains consisting only of an F40 and cab car, as work on the track, signal system and Beach Thorofare swing bridge at Atlantic City was rushed to completion. A full Amfleet test train was operated on Friday, May 19, made up of F40 #344, cars 48146, 44217, 44192, 44235, 48221 and cab 9641. Climaxing four years of construction and preparation, the train carried Amtrak's first Atlantic City passengers--some 250 school children who boarded at Lindenwold for an "Operation Lifesaver" outing to stress railroad safety. Signal outages, however, caused substantial delays as the special reached Atlantic City nearly two hours beyond its scheduled 11:33 AM arrival.

On Saturday and Sunday, May 20 and 21, a full dress rehearsal was planned with empty trains simulating the actual weekend schedules. But again signal failures and slow orders disrupted the program and on Sunday only two morning round trips were operated. Intensive work resulted in operative signals over the entire 60-mile route for the Monday VIP trains, except for the two miles of leased Conrail track across the Delair bridge between "Shore" interlocking at Frankford Junction, Philadelphia, and "Jersey" interlocking at the south end of the bridge. On Tuesday, however, most trains were delayed between 15 and 45 minutes by malfunctioning signals and similar problems continued throughout the week. Adding to the woes were difficulties in closing the newly-installed Thorofare bridge, which reportedly is out of alignment.

On the first day of regular service Amtrak logged a total of 2,088 paying passengers, an encouraging start toward its announced goal of 1.4 million passengers and \$30 million in revenues per year for the Atlantic City service. Only one intermediate stop is being made by most of the shore trains, and that is at Lindenwold where a new high-level platform has been constructed adjacent to the PATCO terminal. The scheduled running time 30th Street-Atlantic City is about one hour and 17 minutes.

MAIN LINE—SHORE to ATLANTIC CITY						
Interlocking	Interlocking Station	Block Station and Form D Office	STATIONS	Mile Post	Siding Length in Feet	Note
X	X	X-*	SHORE (NEC Main Line) .....	80.0*	....	....
....	....	....	PA-NEW JERSEY STATE LINE .....	82.1	....	....
X	....	....	JERSEY (Delair Movable Br.) (Jersey-Hatch connecting track) .....	82.3	....	....
X	....	....	JERSEY (Delair Movable Br.) (Jersey-Hatch connecting track) .....	0.0*	....	....
X	....	....	NORTH RACE .. R-Section E TD	4.3	....	....
X	....	....	RACE .. R-Section E TD	4.7	1500	....
X	....	....	SOUTH RACE .. R-Section E TD	5.5	....	....
....	....	....	LINDENWOLD .....	11.7	....	....
X	....	....	NORTH LUCAS .. R-Section E TD	13.2	7920	....
X	....	....	SOUTH LUCAS .. R-Section E TD	14.7	....	....
....	....	....	ATCO .....	17.8	....	....
X	....	....	NORTH FISH .. R-Section E TD	19.9	4752	....
X	....	....	SOUTH FISH .. R-Section E TD	20.8	....	....
X	....	....	NORTH WINS .. R-Section E TD	25.7	6864	....
X	....	....	SOUTH WINS .. R-Section E TD	27.1	....	....
....	....	....	HAMMONTON .....	30.7	....	....
X	....	....	NORTH LICA .. R-Section E TD	36.7	4752	....
X	....	....	SOUTH LICA .. R-Section E TD	37.6	....	....
....	....	....	EGG HARBOR .....	41.8	....	....
X	....	....	NORTH POMO .. R-Section E TD	46.7	4752	....
X	....	....	SOUTH POMO .. R-Section E TD	47.5	....	....
....	....	....	ABSECON .....	52.1	....	....
X	....	....	GRIFF .. R-Section E TD	55.9	....	....
X	....	....	BEACH (Movable Br.) .. R-Section E TD	57.5	....	....
X	....	....	ATLANTIC .. R-Section E TD	57.8	....	....
....	....	....	ATLANTIC CITY .....	58.0	....	....

The Direction from Shore to Atlantic City is Southward  
 \* Distance from Shore  
 \*\* Distance from Jersey

Effective at 12:01 AM Friday, May 19, Philadelphia Division bulletin order #1-18A officially designated the new route as "Main Line - Shore to Atlantic City." This consists of a single main track from "Shore" interlocking, junction with the Northeast Corridor, to "Griff" interlocking south of Absecon, and tracks 1 and 2 from "Griff" to "Atlantic" interlocking on the site of old "Atlantic" tower in Atlantic City. There are six controlled sidings at "Race," "Lucas," "Fish," "Wins," "Lica" and "Pomo," and the entire line is equipped with bi-directional wayside signals, a cab signal system and interlocked switches controlled by the "Section E" train dispatcher in Philadelphia Division headquarters at 30th Street Station. All wayside signals south of the Delair bridge are of the three lens color-light type similar to those used by the Reading Company, although this former Pennsylvania Railroad-PRSL route previously was equipped with position light signals. All 42 highway grade crossings are equipped with flashing lights and gates, and maximum speed is generally 80 mph on the single track (90 between "North Pomo" interlocking at Pomona and "Beach" interlocking at Atlantic City. Virtually the entire route is laid with welded rail. Road radio channel #1 (160.80) is in use.

In addition to further signal refinements, certain trackwork remains to be completed. Part of Race siding near Garden State Park in Cherry Hill has yet to be installed, Lucas siding at Lucaston is to be placed in service about June 1 and the second main track across the Beach Thorofare bridge as well as tracks 4 and 5 in Atlantic City station are still to come. More work must also be done on the Thorofare bridge which crosses the busy Intracoastal Waterway, this span having been placed in operation just one week prior to the startup of revenue service. The two additional station tracks, however, will not be needed until NJ Transit begins its Lindenwold-Atlantic City commuter service, which is deferred indefinitely by a shortage of

operating funds. However, the Atlantic County Improvement Authority which built the new station filed suit on May 23 to force NJT to initiate the promised service by this summer, a move which the transit agency says will cost it \$5 million a year and could lead to the elimination of trains elsewhere in the State. NJT has already contributed \$56.5 million to the construction project.

The three-year program to completely rebuild the Atlantic City rail line followed a long effort in Washington and Trenton to secure the necessary funding commitments. Service on the route between Camden and Atlantic City began in July 1854, coincident with the founding of Atlantic City. Later operators included the PRR-controlled West Jersey & Seashore, the PRSL and finally Conrail. After many decades of booming summer business, traffic dropped sharply after World War II until only a few RDC-powered trains maintained the service out of Philadelphia. These runs were cut back to Lindenwold in 1969 following the opening of the PATCO high speed line, and poor track conditions finally forced an end to the last Atlantic City service in June 1982. Since then, however, the gambling casinos have continued their expansion and restored the fading tourist trade which was once the mainstay of "America's Playground."



# Amtrak to the Boardwalk



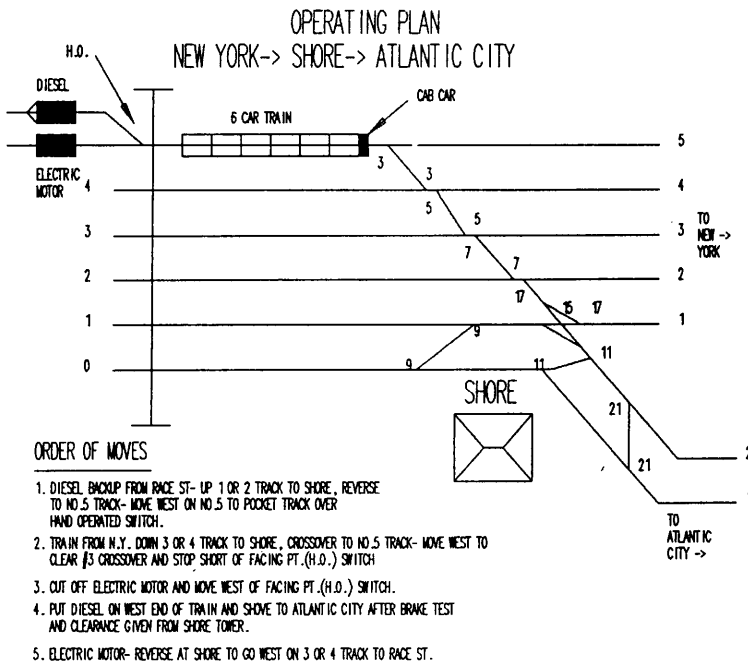
I was privileged to ride Amtrak's inaugural train between New York and Atlantic City on May 22. Here-with is a report on the experience.

The purpose of an inaugural trip is to bring Amtrak's new service to the attention of those people who can "spread the word" or otherwise have a beneficial impact on the corporation. As a result, the invitation list is usually heavy with politicians, journalists and travel agents. These trains are not your usual railfan junkets. A number of West Jersey Chapter NRHS members were invited by Amtrak, but unaccountably, our chapter did not receive any invitations.

Amtrak is acutely aware that it is "on parade" and the ride on a press run is not really like the one you'll experience on a regular trip. Everyone on the crew is on their "best behavior". The train's equipment has been specially cleaned to look its best, and supervisors and police officers are plentiful.

When you are dealing with a true "introduction" of service, as with the case of the Atlantic City line, there are bound to be some loose ends which still have to be tied down, so that signals, crossing gates or interlockings may not necessarily function as intended, stretching the proposed schedule a bit. The above notwithstanding, I think that the trains I rode (New York-Atlantic City and Atlantic City-Lindenwold) came off in fine style, and conveyed the impression that Amtrak hoped to present.

New York guests checked in at Penn Station's tour office on a sweltering morning, a temporary inconvenience until a new air-conditioning system at this busy facility is completed. The station reconstruction is proceeding apace, with the area blocked off by temporary wooden partitions having decreased markedly.



At about 10:20 AM, the train was announced on Track 7 and I selected a seat in a standard 84-seat Amcoach, riding backwards initially to allow a forward ride over the new trackage. We left on time at 10:40 and enjoyed a typical Corridor ride behind the newest AEM-7, #953. Additional riders were boarded at Newark and Trenton. The half-club was blocked off for invited notables, but the Amdinette furnished many of the normal selections on a complimentary basis. "Mini-Monopoly" games under the guidance of a "Monopoly" champion were played in the dinette section. Needless to say, this car was quite well patronized. Models sponsored by Ocean One in Atlantic City presented resort wear, carrying small signs as they passed through the cars.

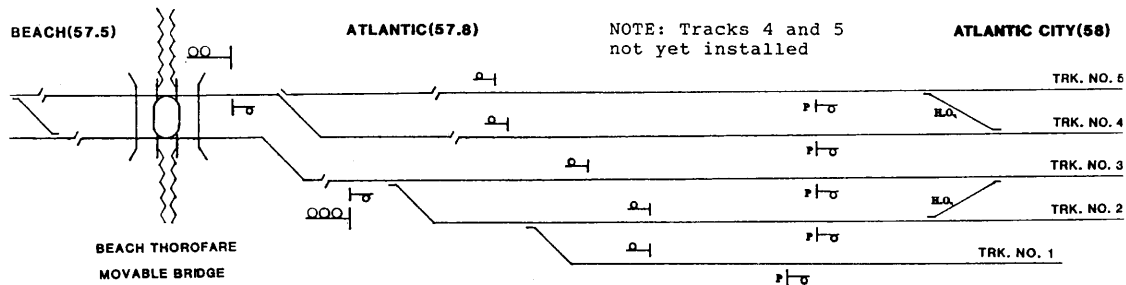
We crossed from track 3 to track 4 at "Holmes" tower and left the mainline at "Shore" to enter the newly-upgraded track 5, stopping adjacent to the General Electric facility. F40 #349 was serving as protect power east of the switch. Arrival was 71 minutes out of Penn Station, New York—excellent timing, considering two stops. The Pennsy's Afternoon Congressional took 81 minutes to reach North Philadelphia, and it skipped Trenton. The newness of the service, however, manifested itself in a very long power

change. During much of the 27-minute period we spent at G Street, the air-conditioning and lights were out. Obviously, the crews will smooth this operation out with experience.

At 12:18, with cab car #9644 leading, we crossed all four mainline tracks at "Shore" and entered the former westbound track, reliving once again the good old days—it had been October 1, 1969 when a scheduled passenger train had last rolled over this trackage. Slow orders prevailed over the Delair bridge, but once we passed the site of former "Jersey" tower, we picked up speed. Many workers were in evidence all along the line, mostly at signals, crossings and passing sidings, some of the latter still under construction. The track gangs had performed a fine last-minute job on the line just east of "Jersey", as it had looked like a "tangle of spaghetti" only a week earlier.

## ON THE SCENE... "Amtrak to the Boardwalk" (Continued from Page 3)

We were into Lindenwold at 12:46 PM, 27 minutes from "Shore" tower. We loaded about 100 people in some four minutes time, and we were then off again down the line which many of us had ridden so many times in the past. We arrived in Atlantic City about 20 minutes late, with some slow running and several stops on our approach to the new terminal. The first revenue train was already spotted on track 1 with an F40 at each end and no cab car. This train was open for visitors to tour. The Washington special arrived on track 3 about 20 minutes following our arrival.



The new terminal was awash in humanity. The new Leisure Line buses, which will shuttle passengers to the casinos for a \$5 fee, were on display outside. Inside, publicity material was made available to the invited guests, and the ceremonial speeches were given heralding the return of rail passenger service to the city.

For those who did not wish to wait for the evening return trips of the special trains, a 2:30 PM shuttle to Philadelphia had been arranged. Departure of this train, which utilized the Washington special's equipment, was delayed until 3 PM due to the length of the speeches. I rode in the Amdinette on this trip with some West Jersey Chapter members, including Tom Moran. The trip was uneventful, marred only by an unscheduled (emergency) brake application. There seemed to be some excess slack action, despite only an F40 and a seven-car train. I personally detrained at Lindenwold to permit a fast trip back to Philadelphia on PATCO in order to make my bus connection to Binghamton.

Looking at Amtrak's new service objectively, I think the railroad has entered a market in which it can be a real "player". The use of a reservations-only approach will enable Amtrak to control loadings, providing the ability to match the number of passengers with the relatively limited fleet of push-pull cars that are currently available. Perhaps, however, rebate agreements would be of assistance in gaining passengers, although given the recent history of retrenchment by casinos toward the bus industry, it will be worth watching to see if someone jumps in to test the water.

Amtrak's Atlantic City Expresses are running, and members and friends should try the service—I think you'll find it an enjoyable way to the Boardwalk.

## AMTRAK BEGINS SHORE SERVICE (Continued from page 2)

With as many as 1,400 buses entering the city each day, Amtrak sees an opportunity to capture some of the existing business as well as share in the casinos' anticipated growth. "We're counting on the train enhancing out middle-market business, especially in New York and along the Baltimore-Washington corridor," said a vice president of the Trump Plaza Hotel & Casino. "We don't anticipate too many day-trippers." Amtrak has launched a major sales campaign for the Atlantic City Express, with radio, television and print advertising. The new service is spotlighted on its May 21 national timetable, which features a full-color illustration of Atlantic City on the front cover. The regular round-trip reserved coach fare from Philadelphia is \$25 but an introductory special fare of \$19 is in effect until June 15.

In addition to the signal malfunctions and the balky Thorofare bridge, another problem plagues the new service. The Atlantic City station is on the site of the latter-day PRSL depot, several blocks from the Boardwalk and some distance from most casinos. The Casino Association has contracted with a bus operator to provide five luxury buses to ferry passengers and their luggage to five different groups of gaming halls--for \$5 per person. But to date none of the 11 casinos has offered any cash incentives to rail passengers as most do with charter bus day-trippers. Amtrak has said that this promotion is up to the casinos.

During the week prior to startup of the service, several demonstrations were held at the three grade crossings in Pennsauken and Haddon Townships, Camden County, where a number of public officials have attempted to whip up sentiment against the new trains on the grounds that the operation will create a safety hazard for residents. A Federal judge in April, however, overturned ordinances in the two townships which had imposed 39-mph speed restrictions on the trains. Both Amtrak and New Jersey DOT said that the posted 80-mph speed is safe given the state-of-the-art flashers and gates in service at all public crossings on the line. In addition, 34 miles of safety fencing has been installed. Another factor fueling local resentment is NJ Transit's announced delay in starting its local rail service to Atlantic City, which would directly benefit the Camden County communities if extended to Cherry Hill as originally planned.

While Amtrak is currently experiencing the expected teething problems with its Atlantic City Express, the railroad has a long-term commitment to the operation and can be expected to go the last mile in making this an important--and even profitable--contributor to its nationwide system.

# WHEN TRAINS WERE THE "ONLY WAY" TO AMERICA'S PLAYGROUND

by El Simon

The New Atlantic City service follows the route opened by the Pennsylvania Railroad in the summer of 1897, with the completion of the new Delair bridge and the connecting track down to the existing Camden-Atlantic City route at West Haddonfield ("Vernon" tower).

The Pennsy did not scrimp on the line — it was double-tracked, equipped with automatic block signals and eventually cab signals. The summer of 1933 found the merger of the Pennsylvania and Reading subsidiaries into the Pennsylvania-Reading Seashore Lines. Even then, the downward trend in ridership was obvious; new paved highways and direct access to Philadelphia over the new bridges saw to that.

While the Reading's presence was always evident, the Philadelphia-Atlantic City line was a Pennsy show. All of the cars, save two, which PRSL inherited were red, Pennsy-designed types. And, the late 1930's saw the assignment of Pennsy ice-air-conditioned coaches to the line. In 1949-1950, 40 PRSL coaches were rebuilt in a manner similar to the PRR's P70FBR series, with new high-back walkover seats, new trucks and electro-mechanical air-conditioning. Twelve Budd RDC's and six Baldwin road-switchers came around the same time, but did not figure in the Atlantic City service.

Dieselization of many trains came in 1953, with Baldwins 6011-6016 geared for 80 mph. The last steam power on the line ran through the 1957 season on the "Pony Express" trains to Atlantic City and Garden State race tracks.

Still, the number of trains tailed off — 1961 saw the end of through service out of New York. The great spring 1962 storm washed out much of the right-of-way in the meadows west of Atlantic City; only one track was restored.

The year 1965 saw the end of the 1935 Atlantic City station; its replacement was a much smaller structure. In early 1966, all Camden service ended — and, RDC's now equipped some trains. By the summer of 1966, the next nail in the coffin was driven with the opening of the Atlantic City Expressway. A major segment of the line was single-tracked through Haddonfield and on to Kirkwood to permit the construction of the new PATCO line. Through service ended October 1, 1969 and thereafter only a few rush-hour RDC services continued until the Federal Railroad Administration condemned much of the track on June 30, 1982. Now, we welcome back service, on levels not seen since the Thirties (I should say, with amenities not seen since the beginning of World War II).

Twenty names were assigned to express trains in the late 1930's. Today, they evoke an image of an earlier, more innocent Atlantic City. Consider the following train names:

<u>From Philadelphia</u>			
Beach Patrol	Flying Eagle	Ozone	Sea Lion
Boardwalk Arrow	Honeymooner	Pilot	Seashore Limited
Cruiser	Jolly Tar	Sand Piper	Shore Queen
Dolphin	Navigator	Sea Hawk	Skipper
Flying Cloud	Ocean Wave	Sea Gull	Twilight
<u>From Camden</u>			
Barnacle Bill Special		Boardwalk Flyer	
<u>From New York</u>			
Nellie Bly			

## INAUGURAL ATLANTIC CITY EXPRESS EQUIPMENT CONSISTS

NEW YORK PRESS TRAIN	WASHINGTON PRESS TRAIN	DISPLAY TRAIN	REVENUE TRAIN CONSISTS ON TUESDAY, MAY 23, 1989		
			#661	#653	#671
AEM-7 #953 (1)	Cab 9642 (5)	F40 #318	Cab 9641	Cab 9644	Cab 9642
F40 #316 (2)	44209	48146	44209	44186	44201
44980 (3)	48223	44217	48223	48224	48221
48144	44264	44235	44264	44279	44235
44234	44271	48221	44271	44234	44217
44279	48976 (4)	44201	48122	48144	48146
48224	44914 (3)	F40 #377	F40 #324	F40 #316	F40 #318
44186	F40 #301				
Cab 9644					

- (1) - New York to Frankford Junction
- (2) - Frankford Junction to Atlantic City
- (3) - Special party - deleted on next day's revenue run
- (4) - Metroliner full club - replaced by assigned half club
- (5) - Cab signal problems - transferred to PHL-ACY trainset in lieu of locomotive #377

# PHILADELPHIA



## FRANK G. TATNALL, JR.

Several top SEPTA officials stood on podiums at Suburban Station and the 15th Street subway station on Thursday morning, May 25, officially launching the "SEPTA On Site" program in which the riding public can express its ideas directly to the "brass." Part of General Manager Louis J. Gambaccini's campaign to make SEPTA more responsive to its customers, "On Site" will be an every-Thursdays feature at the two stations, and Gambaccini has promised to appear personally on occasion to listen to feedback from the passengers. On the first day, Chief Officer-Service Operations Jerome Kirzner was on hand at Suburban Station to field complaints such as poor lighting at the Queen Lane station on the Chestnut Hill West Line. The Inquirer quoted one rider as saying, "I think this is a very good idea. You get the managers out on the front line. It's probably tough on them, but it works as a strong reminder of what they're about."



Another new initiative from GM Gambaccini's task force for information improvement is SEPTA's emergency response team, whose red-jacketed members are to be deployed during service disruptions to help keep riders advised on what's happening. They will also warn of service changes and special projects. In addition, SEPTA has been distributing "rider report cards" on which passengers can grade SEPTA on the quality of its service, personnel and equipment over the past 90 days. The report can be mailed directly to Gambaccini via a prepaid postcard.....The emergency team could have had a workout on May 15 when a Philadelphia Electric power failure at 5:35 PM knocked out all switch and signal power between 30th Street Station and 16th Street Junction in North Philadelphia. Some trains were stalled for more than 30 minutes at the height of the rush hour and the backup continued until 6:30.

SEPTA revamped some of its Regional Rail service effective with the May 21 timetable change. Since the center city tunnel was opened in 1984 Route R3 Media-Elwyn and Route R1 have been operated as a through service, and the plan to link West Trenton and the Airport as a single route was discarded. Now SEPTA is officially identifying West Trenton-Elwyn as Route R3, and the R1 designation has been assigned to the Airport Line. New timings and new express service appear on the Media side of the R3, the result of new bi-directional signaling recently installed between "Arsenal" and Secane. Certain Airport trains are extended to Glenside and on Saturdays every other Airport train operates through to Norristown. The half-hourly schedules between center city and the Airport, however, are unchanged. There is no more Saturday rail service to Cynwyd on Route R6, with buses substituting between Cynwyd, Bala, Wynnefield Avenue and Overbrook station on the Paoli line. On Route R2 one midday and one late evening round trip to Wilmington have been added but the first printing of the timetable had to be withdrawn because of a dispute with Delaware DOT over the timing of one morning train. New timetables were issued. All of the May 21 public timetables except R1 contain information of alternate transit routes which can be used in the event of service disruptions. Station listings also indicate the presence of ticket offices, ticket machines and parking facilities. The new schedules permit the saving of some cars and at least four fewer crews.

The new Roberts Avenue Running Repair Facility will open sometime this month or next, but the adjacent car washer is already in service.....The stringing of overhead high-voltage lines by PE between Wayne Junction and Newtown Junction forced the shutdown of all SEPTA rail service north of Market East on Sunday, May 7 and Sunday, May 14.....A huge fire in a warehouse alongside the mainline in Ambler caused the suspension of R5 service for nearly 24 hours, beginning at 6 PM May 10. Even after the fire was put out officials feared that the east wall of the building would collapse on the tracks, so it had to be demolished. Shuttle bus service was substituted.

On Wednesday afternoon, May 24, three teenage boys released the brakes on a CONRAIL hopper car loaded with 100 tons of coal, and the car drifted downhill into the path of northbound SEPTA Airport train #9148. The engineer of the single-car train observed his cab signals drop suddenly as he was passing Island Avenue in Southwest Philadelphia at track speed of 79 mph. He quickly braked the car to a stop and as he saw the huge freight car rumbling toward him he threw Silverliner #205 into reverse just before the impact. Twenty-one of the 44 persons on board received minor injuries and were taken to nearby hospitals, including the engineer. The coal car was part of a 73-car train headed for the PE generating station at Eddystone, but the rear section of the train was cut by vandals north of "A" tower at 60th & Lindbergh Blvd. The three boys, ages 13, 14 and 15, were quickly apprehended by police after eyewitnesses reported their actions. Car 205 was only slightly damaged. The R1 Airport Line, opened in April 1985, now carries about 2,200 passengers per day.

The former Reading station in Quakertown, PA was damaged by fire on May 4. The railroad there is now owned by SEPTA but used only by local CONRAIL freight trains (P&R Chapter Colebrookdale Local).....Startup of the three-year bridge rebuilding project on SEPTA's mainline in North Philadelphia has been deferred one more year to the summer of 1991.....The May issue of Metro Magazine lists SEPTA as the nation's fifth largest commuter rail system, based on the number of passenger cars in its fleet. First is the LONG ISLAND RAIL ROAD

(Continued on Page 7)

## PHILADELPHIA EXPRESS (Continued from Page 6)

with 1,166, followed by Chicago's METRA with 895, New York's METRO-NORTH with 755, NJ TRANSIT with 645 and SEPTA with 326, according to industry figures. (Actually, SEPTA's MU fleet totals 335, plus 35 Bombardier coaches for a grand total of 370.) LIRR also operates 85 locomotives, Metra 131, M-N 37, NJT 88 and SEPTA seven..... The need to clean up dangerous PCB chemicals in old Reading Terminal is delaying the start of construction on the Philadelphia Convention Center, according to a Daily News report. The huge trainshed is to become the grand entrance to the proposed \$500-million center.



Here's the latest in the continuing saga of SEPTA's struggle for survival. The Authority lost another round in its effort to increase City Transit Division fares when a Commonwealth Court judge ruled on May 15 that no fare boost could be implemented prior to a scheduled hearing before the full court on June 7. At a May 8 meeting the SEPTA board had voted to proceed with the average 19-percent increase in spite of a previous Common Pleas Court ruling to the contrary. SEPTA contends that it is losing more than \$60,000 a day as a result of the court's action, which arose from a suit filed by three consumer groups. With SEPTA facing a \$12-million deficit in the current fiscal year ending June 30, and much greater losses projected for the future, some officials have gone so far as to predict a total shutdown of SEPTA within months unless substantial increases in revenue are forthcoming. Though State Transportation Secretary Howard Yerusolim labeled such talk as "unrealistic," he said that SEPTA needed a fare increase because the State cannot meet all of SEPTA's financial needs. A few days later, Yerusolim's department agreed to expedite the release of \$16 million in State funds to SEPTA, which will ease its short-term cash flow problems.

SEPTA's board on May 24 approved a \$626-million operating budget for Fiscal Year 1990 beginning July 1, representing an increase of \$76 million or 14 percent over the current year's budget. The new spending plan assumes that the proposed fare increase now tied up in court will be in place by July 1, and that the State will increase its subsidy to \$190 million for the year even though Governor Casey has promised only \$157 million. If these things don't happen, SEPTA said, its deficit for 1990 will reach \$68 million. In response to suggestions that SEPTA start over with new fare increase hearings, Chairman J. Clayton Undercofler III said that this would not happen unless the present increase proposal is struck down in the courts. Consumer Activist Max Weiner, who has been leading the fight against the higher fares and instead believes that fares should be cut, told the Daily News that the 1990 budget is "built on sand."

The old Norristown P&W station, opened to the public in November 1931, was closed forever in the early morning hours of May 17, 1989. Member Vince Reynolds reports that Bullet car #206 was the last train out of the old station at 1:39 AM, carrying four passengers and the motorman. At dawn work resumed on completing the new station on the upper level of the Norristown Transportation Center, one block south of the old station on Swede Street. Additional steelwork is needed to connect the second platform track with the elevated single-track mainline at the north end of the Schuylkill River bridge. In the meantime, shuttle buses will be operating to the Bridgeport station, with rail service to begin to the new station by the end of June.....Buckingham Valley Trolley Association was successful in running a three-car Bullet train for the Trolleyman's Meet on May 7, with cars 205-206-209 running all the way into Norristown a week before the old station closed. Also on the program was car #162, the last operable Strafford car which dates from 1927.

SEPTA's John F. Tucker III has decided not to accept an offer to head Florida's Tri-Rail system (see May Cinders), and will stay on in Philadelphia as director of strategic planning.....Drivers on the SEPTA Frontier bus routes in the northern suburbs have approved a new three-year contract effective May 15. They received the same cash increase as earlier won by City Division workers.....SEPTA is displaying its new suburban street and transit map which covers the entire five-county region. Though not yet available to the public, a draft copy of the large map is displayed in the window of SEPTA headquarters at 714 Market Street, along with one of the new bus stop signs. An update of SEPTA's current Philadelphia transit map should be available soon.

SEPTA's top bus drivers will compete for awards in the 4th annual Roadeo to be held the morning of August 5 in the Veterans Stadium parking lot. Other events, including a tire changing contest will be offered, along with music, food, pony rides and other entertainment.....The City, in spite of approving substantial cuts in its \$2-billion budget for FY 1990, has found \$500,000 to help maintain SEPTA's peak-hour discount for senior citizens. But City Council wants SEPTA to absorb the rest of the \$2.4-million cost, while at the same time cutting \$1.5 million from the City's subsidy to SEPTA.....Three bus lines serve the huge new Franklin Mills shopping mall which opened last month at Knights and Academy Roads in Northeast Philadelphia. SEPTA has issued a handy folder detailing the services.....Fifty-eight persons, most of them school children, were injured when a SEPTA articulated bus skidded into a school bus May 23 on 33rd Street north of Girard. The Route 32 bus, #7045, tried to pass another SEPTA bus on rain-slicked pavement when the accident occurred..... A 61-year-old woman jumped into the path of an eastbound Market-Frankford train at 15th Street station on May 23 and predictably was killed.....Service on the Frankford Elevated was disrupted for several hours in the early morning of May 18 when a five-alarm fire broke out in a warehouse complex near Front Street & Girard Avenue.....SEPTA will hold a hearing June 19 on its proposal to close the little-used Spring Garden station on the Ridge Avenue subway spur.....Frank Wilson, the former SEPTA operating official whose contract helped spark the resignation of General Manager William G. Stead in December 1987, has been named general manager of the BAY AREA RAPID TRANSIT system in California. After leaving SEPTA Wilson worked briefly as a top official of the CHICAGO TRANSIT AUTHORITY.

## PHILADELPHIA EXPRESS (Continued from Page 7)



AMTRAK issued its flashy national timetable effective May 21, the cover a stylistic color rendering of a train arriving in Atlantic City. A separate timetable for the shore service was also issued, which is carefully identified as Amtrak's Atlantic City Express. Amtrak tripped up on its Northeast Corridor timetable, which on page 3 misidentified two Metroliners and other trains. This forced Amtrak to reprint the entire 900,000-copy issue which now bears a green instead of blue cover.....AMTRAK has assigned non-rebuilt cab car #809 to weekend Atlantic City trains, because only rebuilt #9641, 9642 and 9644 were available in late May when four cabs were needed. Still carrying its large "Amtrak" lettering on the front end (no stripes) and large roof housing, this ex-Metroliner was de-electrified last year and modified for Harrisburg push-pull service.

Of the \$580.8 million appropriated to AMTRAK by Uncle Sam in Fiscal Year 1988, \$115 million was retained by the government as surplus contributions to the Railroad Retirement and Railroad Unemployment funds. Thus, Amtrak President W. Graham Claytor, Jr. told a Senate subcommittee earlier this year, "Amtrak's net cost to the Federal government--the actual amount we cost the Treasury--was really only \$466 million, some 20 percent less than our stated appropriation level" (Progressive Railroading).....AMTRAK's two F59PHAC diesel locomotives, #410 and 411, are expected to go to the AAR test center near Pueblo, CO this month. The EMD units are the first road diesels to be built in this country with AC drive.....AMTRAK has turned over to CONRAIL the Zoo siding and "O" track which parallel the Northeast Corridor mainline between "Zoo" and "Shore" in North Philadelphia. This will eliminate the need for Camden freights to occupy the passenger main tracks except through "Zoo" interlocking (West Jersey Chapter Crew Caller).

AMTRAK staged a transportation/tourism show at Wilmington station on May 13, with several passenger and exhibit cars on hand as well as a steam train from the WILMINGTON & WESTERN (Amtrak Newsbreak)..... A 73-year-old Wilmington man was killed May 24 when he was struck by Metroliner train #101 near Newport, DE. The train was running at close to its authorized speed of 125 mph when it encountered the man walking on the track, Amtrak said.....CONRAIL leased two diesels to AMTRAK for work train service during the last weeks of construction work on the Atlantic City line. They were GP35's #2317 and #3644, the latter an ex-Reading unit. ....With the addition of 55 machinists, carmen and coach cleaners at Seattle last month, AMTRAK has begun to absorb non-train employees from contracting freight railroads. Between 1983 and 1988 Amtrak took over more than 1,900 train and engine service employees (Newsbreak).



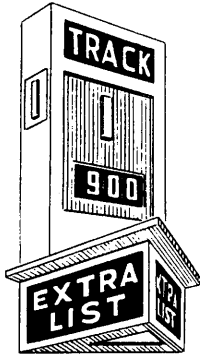
James A. Hagen, 57, was formally elected as CONRAIL chairman, president and chief executive officer by the railroad's board of directors on May 17, following the annual shareholders' meeting at the Academy of Music where he was elected a director. The Conrail executive, who left the company in 1985 for a high-level marketing position with CSX TRANSPORTATION, succeeds Stanley E. G. Hillman, interim chairman since the untimely death of Richard D. Sanborn in February. Hagen pledged that under his leadership Conrail would maintain its "railroad orientation" rather than investing in businesses that it does not know. Arriving shareholders were greeted before the meeting by pickets from the Transportation-Communications Union representing the railroad's clerical forces, who complained of layoffs resulting from computer technology. Several union members who are also shareholders later posed sharp questions to company officers during the meeting itself.

CONRAIL last month announced that it will invest in a new limited partnership to help finance at least \$2 billion in electric cogeneration projects. Conrail will initially put \$3 million into Commercial Union Energy Partnership, which will develop the cogeneration plants to produce both steam and electricity from a single source. If this source is coal, Conrail would have a new market for its transportation services. A month earlier Conrail had announced that it would invest \$5 million in a joint venture to build and operate solid waste disposal facilities, another potential source of freight revenue for the railroad.....CONRAIL has reported net income of \$60 million (88 cents per share) for the first quarter of 1989, a 25-percent increase over the \$48 million (69 cents per share) reported for the first quarter of 1988.

CONRAIL has removed most of the ex-Reading East Penn branch between Reading and Blandon, PA. The steeply graded line had been reactivated in 1984 when a cave-in forced the closure of the Reading Belt Line through Temple, a bypass built in the 1950's to avoid the hill on the old route (Colebrookdale Local)..... Former Conrail SW900 switcher #8635 has been sold to Allied Tube & Conduit Company of Northeast Philadelphia. The unit is ex-New York Central, built in 1955.....CONRAIL is building a temporary bridge to carry its Morrisville Line (Trenton Cut-Off) over the construction area at the Blue Route interchange in Plymouth Meeting, Montgomery County.....Some 45,000 people toured CONRAIL's mobile exhibit on grade crossing safety in 1988. The 45-foot highway trailer has visited cities around the Conrail system as part of the Operation Lifesaver safety campaign.....CONRAIL executive sleeper #8 operated in NORFOLK SOUTHERN's 1989 Kentucky Derby special.

The 44-car Ringling Brothers Red Unit circus train was due at CONRAIL's South Philadelphia yard late on May 29. The show opens at the Spectrum May 30 for a two-week stand.....CONRAIL ran a special train May 9 from Harrisburg to Lurgan, PA to deliver private cars Hampton Roads and Clover Colony to CSX. The cars had moved from Philadelphia to Harrisburg two days earlier on the rear of AMTRAK train 607.....A new "talking" hotbox detector has been installed on the Trenton Line at Langhorne, PA (milepost 24), transmitting on 161.07 (Jersey Central Chapter News).....CONRAIL has removed all stored cabooses from Enola yard, near Harrisburg. Train ENPI5W on April 25 had 12 old cabins bringing up the rear, bound for a scrap yard at Sharpsburg. PA (Harrisburg Chapter Rail Review).





JUNE 11, 1989: New Jersey Railroad & Transportation Museum special from Newark to Flemington and return via Amtrak, Conrail and Black River & Western, using NJ Transit equipment, sponsored by United Railroad Historical Society. Fares: \$20 adults, \$10 children under 12, including admission to flea market. Order tickets from: URHS, W-11 Avon Dr., East Windsor, NJ 08520, enclosing stamped, self-addressed envelope.

JUNE 15-18: 4th annual American Railroad Conference at Pennsylvania State University campus, Altoona, PA, sponsored by the university. Program includes presentations on "Thomas A. Scott: Railroad Baron," "Death and Burial of an American Railroad, the Erie Lackawanna," "Pennsylvania Railroad Motive Power Strategies: Steam Diesel and Electric 1920-1957," "ACE 3000: A Locomotive Design Proposal in Historical Perspective," and "Conrail's Operations Today." Also included will be photography trips, tour of Conrail Juniata shop and steam train ride on Allegany Central Railroad at Cumberland, MD. Cost: \$340 per person, including tours, conference materials, meals and accommodations in dormitory facilities (\$300 without overnight accommodations). To register or obtain further information, write: Penn State Altoona Campus, Continuing Education, Ivyside Park, Altoona, PA 16601-3760 (telephone 814-949-5045).

JUNE 17: "Moonlight Special" over Blue Mountain & Reading Railroad, sponsored by Reading Company Technical & Historical Society. Train departs Temple, PA station 6:30 PM behind ex-Reading Alco C630 #5308. Fares: \$7 adults, \$5 children. Tickets available at the station on night of trip. Excursion will be repeated July 15, August 19, September 16.

JUNE 17: Wilmington & Western steam special over lines of Octoraro Railway to Kennett Square and Modena, PA, sponsored by New York Division RRE. Connecting bus leaves Radisson Hotel, Wilmington, DE, at 8:30 AM, returns about 5:30 PM. Fare: \$49 (plus \$8 for box lunch). Order tickets from: RRE New York Division, c/o Frank Bollwage, 621 Emerson Avenue, Elizabeth, NJ 07208, enclosing stamped, self-addressed envelope.

JUNE 17-18: "Pensy Weekend" at Railroad Museum of Pennsylvania, Strasburg, PA. Authentic Pennsylvania Railroad mixed train with steam-era equipment, departing Strasburg Rail Road station every hour on the half hour both days, 11:30 AM to 4:30 PM. This marks the 50th anniversary of the creation of the PRR's historical collection which now forms the heart of the exhibits at Strasburg. Additional events include special yard and cab tours of PRR locomotives, PRR film festival Sunday at 10 AM, a video presentation of the "World of Tomorrow" exhibit at the 1939 New York World's Fair, and dedication of the Museum's new exhibit "Standard Bearers: Presidents of the PRR." All-day tickets good for above events as well as regular Strasburg train rides and Museum admission are priced at \$25 per person. Order from: Friends of the Railroad Museum, P. O. Box 125, Strasburg, PA 17579-0125. For information, telephone the Museum at 717-687-8628.

JUNE 18: Tour of Amtrak Wilmington and Bear, DE shops, sponsored by New York Division RRE. Bus leaves Radisson Hotel, Wilmington, at 9:30 AM. Fare: \$12. Order tickets as shown in previous item.

JUNE 25: Fourth annual New York Harbor rail facility cruise sponsored by Tri-State Chapter NRHS. Specially-chartered Circle Line vessel will cruise around Manhattan and Staten Islands to gain waterside view of numerous interesting landmarks. Boat leaves NJ Transit Hoboken Terminal at 9 AM, returning about 5 PM. Fare: \$29. Order tickets from: Tri-State Railway Historical Society, P. O. Box 1217, Morristown, NJ 07962, enclosing stamped, self-addressed envelope.

JULY 8: 11th annual Canal Festival in Hugh Moore Park, Easton, PA, featuring canal boat rides, a variety of live entertainment, food, arts and crafts, 10 AM to 6 PM, sponsored by Merchants Bank and other businesses. Admission free.

JULY 18-23: Annual NRHS convention at Asheville, NC, sponsored by Asheville Chapter and featuring excursions with Norfolk & Western A-class #1218, ex-Nickel Plate #587 and Norfolk Southern diesels, plus annual banquet and tours of historical interest. Special steam-powered train will operate from Alexandria, VA to Asheville and return. Complete brochure has been mailed to all members. Address of Asheville Chapter NRHS is: P. O. Box 16854, Asheville, NC 28816.

AUGUST 12-13: Greenberg's Great Train, Dollhouse & Toy Show at Philadelphia Civic Center, 34th Street below Spruce, 11 AM to 5 PM. Admission: \$5 adults, children under 12 free with adult admission.

AUGUST 18: Annual summer dinner of Philadelphia Chapter NRHS, time and place to be announced.

### LIVE STEAMERS GROUP SCHEDULES 1989 RUN DAYS

Pennsylvania Live Steamers has scheduled the following run days for this season, at which the public is welcome:

June 25 (rain date July 2)  
 July 23 (rain date July 30)  
 August 27  
 September 24 (rain date October 1)  
 October 22 (rain date October 29)

All of the above dates are Sundays. The PLS layout is located along State Route 29 at Rahns, PA, two miles north of Collegeville.



Amtrak issued new schedules effective May 21 (May 23 for the Atlantic City line). In our area, few significant changes were noted.

A new Friday afternoon train, #220, is added between Philadelphia and New York, leaving 30th Street at 2:40 PM. This is the method by which the fourth set of push-pull equipment is positioned in New York for the Atlantic City service on Saturday. The equipment returns from New York to Philadelphia as Train #229 Sundays. The Atlantic City schedules were published last issue.

The weekend Cape Codder returns this year, with minor adjustment. The train leaves New York at 5:15 PM Friday evening, and returns to New York at 10:23 PM Sunday evening. On Saturday, the trainset makes a round trip Hyannis-Providence, connecting to Train 173 southbound and from Train 198 northbound. As in prior years, the train is formed of Metroliner Service cars.

Also in the Northeast, the Viewliner sleepers will operate, as available, as the "01" car line on Trains 66-67, the Night Owl, between Boston and Washington. The Montrealer is expected to return to service during the summer, consisting of one 1350-series baggage car, two 2900-series sleepers, one 3100-series lounge (with piano) and four 25000-series Amfleet II coaches. Extra cars will be added south of New Haven, of course. Because the train will initially operate via New London, it is expected to leave Washington at 4:20 PM and arrive Montreal at 11:00 AM, with the southbound trip leaving Montreal at 5:15 PM, arriving Washington 11:39 AM.

The Empire Service has also been restructured somewhat, with the former French RTG II turbosets limited to service east of Schenectady. Five Amfleet trains are still carded-- the Maple Leaf to and from Toronto and other schedules on various days of heavy travel. One train is made up of Amfleet, Rohr Turbos and French RTG II turbos, depending upon the day of the week!

Amtrak has proposed three wreck-damaged cars for retirement-- bi-level cab control 9622, Amcoach 21108 and hi-level coach 39912.

In other equipment items, there are four push-pull cab cars and 46 Amfleet cars available for the new Atlantic City service. The tightest situation occurs in cabs and clubs (no spares) and Amdinettes (one spare car). There are, however, plenty of spare coaches. Amtrak also will be moving Amfleet I cars from Chicago east as Horizon fleet cars are delivered by Bombardier. All of the coaches will come east, and many of the food service cars, although the latter will be the last to leave.

The order for additional Material Handling Cars has not yet been placed, but bids were received from Thrall and Bombardier. Thrall, of course, built MHC cars 1400-1473. Sixty cars are anticipated, and the 1500 series is available to carry forward the existing numbers above 1473.

In commuter rail news, SEPTA had 16 Silverliner II's rebuilt at CTS in Chesapeake, VA. The remaining Silverliner II's are going to Morrison-Knudsen at Hornell, NY. All of the remaining cars of this class have gone in except ex-Reading 9003 and 9013. Two prototype Silverliner III's are at Hornell, and they will be followed by the remaining 18 members of this group.

There's an ominous sign in Chicago-- seven new F40PH units (without names this time) have been recently delivered to Metra as numbers 174-180, replacing the last E units on the C&NW. One unit, however, has been assigned to the BN for evaluation against the E8u and E9u units with various length trains. Crews are being given an opportunity to evaluate the unit and a forthcoming order may be expected. Metra has been undecided as to whether to rebuild the E's or replace them.

#### "TRAINS THAT CAME TO SEA" EXHIBIT AT ATLANTIC CITY LIBRARY

The Atlantic City Free Public Library is sponsoring a photographic exhibit of the trains that have served the resort city since rail service began in 1854. The Library is located at 1 North Tennessee Avenue in Atlantic City, with hours of 10 AM to 8 PM Monday through Wednesday and 9 AM to 5 PM Thursday through Saturday.

The exhibit continues until June 15. Several NRHS members are credited as assisting the Library with the display, including Philadelphia Chapter Members Dave Cope, Andy Maginnis and Ted Xaras. For further information, telephone 609-345-2269.



Baltimore Division  
THROUGH FREIGHT TRAIN SERVICE

(All Trains Operate Daily Except as Noted)  
(CORRECTED TO APRIL 1, 1989)

WESTBOUND

TRAIN	PHILADELPHIA (Park Jct.)	PHILADELPHIA (East Side)	WILMINGTON (Wilmington)	BALTIMORE (Bay View)	HALETHORPE (MD)	POTOMAC YARD	BRUNSWICK (MD)	CUMBERLAND (MD)
135		Lv 0030	Ps 0130	Ps 0315	Ps 0410		Ar 0620*	Ar 0900*
137				Lv 0345	Ps 0430		Ar 0640*	Ar 0920*
171(CR)	Ps 0745	Lv 0900*	Ps 0935	Ps 1105	Ps 1140	Ar 1330*		
217		Lv 1700(a)	Lv 2200	Ps 2350	Ps 0025(b)		Ar 0330*	Ar 0700
341					Lv 1900		Ar 2130	Ar 0830
345					Lv 0630		Ar 0945*	Ar 1515
377		Lv 1201	Lv 1400	Lv 1700	Ps 1745		Ar 2100*	Ar 0015*
381					Ps 1900(b)		Ar 2245*	Ar 0245*
397		Lv 0130	Lv 0315	Lv 0600*	Ps 0655(b)		Ar 1030*	Ar 1545*
403(DH)	Ps 0630	Lv 1215*	Lv 1730	Ps 2000	Ps 2145	Ar 2345		
461		Lv 1500	Lv 1745	Ps 2030	Ps 2300	Ar 0100		
SEPY	Ps 0130	Lv 0200	Ps 0300	Ps 0515	Ps 0615	Ar 0845		

EASTBOUND

TRAIN	CUMBERLAND (MD)	BRUNSWICK (MD)	POTOMAC YARD	HALETHORPE (MD)	BALTIMORE (Bay View)	WILMINGTON (Wilmington)	PHILADELPHIA (East Side)	PHILADELPHIA (Park Jct.)
136	Lv 2100*	Lv 2335*		Ps 0150	Ps 0230	Ps 0415	Ar 0530	
138	Lv 0120*	Lv 0430*		Ps 0645	Ar 0745			
172(CR)			Lv 1830	Ps 1945	Ps 2020	Ps 2235	Ar 2315*	Ps 0001
216	Lv 1750	Lv 2200*(b)		Ps 0135	Lv 0300	Ps 0445(a)	Ar 0800	
340	Lv 2200	Lv 0900		Ar 1201				
344	Lv 0900	Ar 1720						
346		Lv 0100*(b)		Ps 0430	Lv 0615	Ar 0815(a)	Ar 1130	
376	Lv 1845*	Lv 2215*(b)		Ps 0230				
396	Lv 1640*	Lv 2030*		Ps 2315	Lv 0130	Ar 0315(a)	Ar 0630	
402(DH)			Lv 1000	Ps 1201	Lv 1445	Ar 1645	Ar 1845*	Ps 0300
404			Lv 1230	Ps 1415	Lv 1700	Ar 1900	Ar 2100	
PYSE			Lv 0130	Ps 0400	Ps 0500	Ps 0730	Ar 0830	Ps 0915

KEY TO TRAIN SYMBOLS

135 - Philadelphia to Chicago (TT)	346 - Brunswick to Philadelphia
136 - Chicago to Philadelphia (TT)	376 - Cincinnati, OH to Baltimore (Locust Point)
137 - Baltimore(Seagirt) to Chicago (TT)	377 - Philadelphia to Willard, OH
138 - Chicago to Baltimore(Seagirt) (TT)	381 - Baltimore (Locust Point) to Chicago
171 - Kearny, NJ to Tampa, FL (except Mon.)(TT)	396 - Saginaw, MI to Philadelphia
172 - Tampa, FL to Kearny, NJ (except Mon.)(TT)	397 - Philadelphia to Saginaw, MI
216 - New Boston, MI to Philadelphia (exc. Sat., Sun.)	402 - Potomac Yard to Philadelphia
217 - Philadelphia to New Boston, MI (exc. Fri., Sat.)	403 - Philadelphia to Potomac Yard
340 - Cumberland to West Baltimore	404 - Richmond, VA to Philadelphia
341 - West Baltimore to Cumberland	461 - Philadelphia to Hamlet, NC
344 - Cumberland to Brunswick	PYSE - Potomac Yard to Selkirk, NY (Conrail train)
345 - Baltimore (Curtis Bay) to Cumberland	SEPY - Selkirk, NY to Potomac Yard (Conrail train)

NOTES:

Ar - Arrive	CR - Runthrough with Conrail
Lv - Leave	DH - Runthrough with Delaware & Hudson
Ps - Pass	(a) - Train works at Feltonville (Twin Oaks), PA auto terminal
* - Crew change	(b) - Train works at Jessup, MD auto terminal
TT - Trailer train	

PHILADELPHIA EXPRESS (Continued from Page 8)

NJ TRANSIT put an average 12.5 percent fare increase into effect on April 30, but the proposed discontinuance of 143 out of NJT's 1,033 daily trains is still on hold pending a plea for more money from the Legislature. The fare hike is expected to generate \$29 million of the \$55 million total shortfall projected for FY 1990 beginning July 1 (NJT Inside Track).....NJT's systemwide ridership declined 1.2 percent in the first eight months of FY 1989 ending February 28, compared with the year earlier period. Rail ridership was down 3.2 percent and bus patronage 0.6 percent. Passenger revenue was \$10 million or 4.7 percent below budget (Inside Track).....In response to increased breakdowns and failures of rail equipment last year, NJ TRANSIT is now performing complete inspections every 70 days, rather than 92 days as before (Jersey Central News).

Well-known Railroad Artist Ted Xaras of Upper Darby was profiled in an Inquirer article on May 10. A member of Philadelphia Chapter, Ted also paints portraits but he told the reporter he much prefers doing trains. The article included a photo of the artist in his studio.....Some Pennsylvania Lottery tickets are topped by a painting of a Pennsy train complete with K4s locomotive. The painting, however, was obviously not by Ted Xaras.....Seashore Trolley Museum, Kennebunkport, Me, is celebrating its 50th anniversary this summer. Philadelphia Chapter Member Dick Lane is a former general manager of Seashore.....The old Alan Wood steel and coke plant at West Conshohocken is being demolished, preparatory to locating a new industry there.

Ross Rowland's ex-Chesapeake & Ohio 4-8-4 #614 is up for sale. Asking price: \$650,000..... DELAWARE & HUDSON Trustee Francis P. Dicello last month asked the U.S. Bankruptcy Court in Delaware for permission to solicit bids for purchase of the 1,200-mile railroad. D&H is currently being operated by DELAWARE OTSEGO under a one-year order by the Interstate Commerce Commission.....U. S. Class I railroads had a record year in 1988, collecting \$27.9 billion in operating revenue and handling slightly more than one trillion ton-miles for the first time in their history (AAR Rail News Update).....The WINCHESTER & WESTERN RAILROAD have leased two GP9's, #709 and 732, to the new ST. LAWRENCE & ATLANTIC RAILROAD, owned by York (PA)-based Emons Industries. This is the former Grand Trunk line between Norton, VT and Portland, ME which Emons acquired last month.....SHORE FAST LINE continues to provide freight service over the newly-opened AMTRAK Atlantic City mainline south of Winslow Junction.

K4s PROGRAM HIGHLIGHTS MAY CHAPTER MEETING

The Pennsy K4s was Topic One at the May 19 meeting of Philadelphia Chapter, held at the Engineers' Club. Photos of the K4s class from the construction of prototype #1737 in 1914 to the rebirth of #1361 in 1987 provided a complete historical overview of this legendary steam locomotive. Only two of the 425 K4's, however, survive today, #1361 in Altoona and #3750 at Strasburg.

Senior Vice President Mike Burshtin, who put together the program, wishes to thank those contributing the photos and slides: Harry Albrecht, Steve Barry, Jim Kelly and Frank Tatnall.

PHILADELPHIA CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY  
Post Office Box 7302  
PHILADELPHIA, PA 19101-7302

FIRST CLASS MAIL  
U. S. Postage  
PAID  
Permit No. 12  
Huntingdon Valley, PA  
19006

**First Class Mail**

