



CINDERS



June 1990

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Volume 51 Newsletter of the Number 6

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

OUR MEETING:

FRIDAY EVENING, JUNE 8, 1990

The Down Town Club, 11th Floor, Public Ledger Building
6th Street below Chestnut, Philadelphia, PA

Dinner at 6:00 PM (\$18 per person); Meeting at 7:30 PM

Parking in Philadelphia Life Garage, 7th & Ranstead Streets,
\$3 per vehicle; garage closes at 10 PM.

Philadelphia Chapter's June, 1990 meeting will feature two in-house training films courtesy of the Corporate Communications Department, CSX Transportation.

We'll view THE RAIL/GREEN T&E SERIES, which includes modules on Personal Safety, Safe Coupling, Mounting/Dismounting, Handling Air Hoses, and Safe Handbraking. This film will present our members with an unusual look at proper procedures in working safely around the railroad, and is a rare opportunity to see an "inside" film. The second film in the RAIL/GREEN MofW SERIES, will provide instruction in proper use of track equipment, and includes modules on the Spike Maul, Track Jack, Claw Bar and Lining Bar. We urge you to take advantage of this opportunity to learn the skills of railroading, courtesy CSXT.

Our usual sit-down dinner will be served at the Down Town Club, 11th Floor, Public Ledger Building, at \$18 per person, at 6 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, JUNE 5, 1990, to President Tatnall at 215-828-0706. Please note this strict reservation deadline. Please specify if fish dinner desired. Nearly 35 members enjoyed dinner last month -- why not join them in our new, enjoyable surroundings.

PLEASE NOTE THE EARLY DATE FOR OUR JUNE MEETING -- FRIDAY THE 8TH. This schedule change is to avoid conflict with the NRHS Convention in St. Louis from June 13-17.

"FAREWELL TO BRILLS" SPECIAL RESET FOR AUGUST 19

The "Farewell to the Brills" excursions originally planned for April 29 have been rescheduled to Sunday, August 19, sponsored jointly by Philadelphia Chapter and the Buckingham Valley Trolley Association.



Instead of running two two-hour excursions in the morning and afternoon, it has been decided to operate a single three-hour special departing from SEPTA's 69th Street Terminal at 1 PM. This will allow time for more than one round-trip over the 13-mile-long Norristown High Speed Line, opened between 1907 and 1912 by the Philadelphia & Western Railway. It later became the property of Philadelphia Suburban Transportation Company and since 1970 has been operated by SEPTA.

Only two operable Brill cars remain on the roster, Bullets #206 and 209, and it is intended to run them as a two-car train for this excursion. Both of these 1931-vintage cars will be retired as replacements are available, most likely later this year. All of the other eight Bullets have already been retired along with #162, the last of the older Brill-built "Strafford" cars which was permanently removed from service on March 30.

Cars 206 and 209 are the last operational Brill cars on any U.S. transit system, out of the thousands of vehicles turned out by the once-dominant J.G. Brill Company of Philadelphia. All traction enthusiasts are urged to take advantage of this opportunity to ride and photograph the classic Bullets in their final months of service.

Tickets for the "farewell" excursion are priced at \$20 per person and may be ordered from Trip Chairman George Metz, 130 Springton Lake Road, Media, PA 19063, making checks payable to "Philadelphia Chapter NRHS" or "BVTA" and enclosing a stamped, self-addressed envelope. Tickets will also be available at the June 8 meeting of Philadelphia Chapter. For further information, telephone George Metz at 215-565-0528.

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

ANNUAL MEMBERSHIP DUES: \$22 per person, which includes Chapter and National dues. Chapter-only dues \$11.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent Society is a requirement to hold Chapter membership.

CHAPTER OFFICERS:

President.....F. G. Tatnall, Jr.
Senior Vice President.....Michael L. Burshtin
Vice President & Treasurer.....David L. Kopena
Secretary.....Sheila A. Dorr
National Director.....Peter M. Senin
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Editor.....R. L. Eastwood, Jr.

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. Please include new phone number.

CINDERS is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding Cinders should be directed to the President at P. O. Box 7302, Philadelphia, PA 19101-7302.

MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December) at Down Town Club, 11th Floor, Public Ledger Building, 6th Street below Chestnut, Philadelphia, PA Dinner at Club 6 PM (\$18 per person)

EXCHANGE COPIES SHOULD BE SENT TO: R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

SUMMER DINNER SCHEDULED FOR AUGUST 16

Philadelphia Chapter's annual summer dinner will be held this year on Thursday, August 16 at the Puffin' Billy Restaurant, located in SEPTA's Philmont station on the West Trenton line. Dinner will be served at 6:15 PM but members and friends may gather at the bar when they arrive.

Chairman Bill Wagner is again making the arrangements, with this year's dinner following the biennial tradition of a "Reading-side" location. A mailing in July will provide details for making reservations, with a choice of meat or fish entree.

Convenient rail service will be available to and from Philmont via SEPTA, with R3 trains leaving Sub-urban Station at 4:55 and 5:14 PM (arriving Philmont 5:34 and 5:47 PM). Returning, trains leave Philmont at 8:02 and 9:02 PM. Free parking is also available. Note: The date of the dinner has been changed to Thursday because the restaurant cannot accommodate groups on Fridays.

CHAPTER TO MARK TEN YEARS OF KAWASAKI TROLLEYS

It was nearly ten years ago, on October 10, 1980, that the first of 112 new Kawasaki-built light rail vehicles entered revenue service on SEPTA's subway-surface lines. Car #9000 and its 111 sisters now provide all service on the five subway-surface routes radiating into West and Southwest Philadelphia.

To mark this occasion, Philadelphia Chapter will sponsor an all-day excursion on Sunday, September 30, using an unusual two-car train of Kawasakis. The special will leave Elmwood depot at Elmwood & Island Avenues in Southwest Philadelphia about noon, covering much of the trackage associated with the subway-surface operation as well as the "diversion" route via 40th & Market Streets and all or most of surface Route 15-Girard Avenue. Numerous photo stops will be made, including a visit to Callowhill depot.

A final schedule is now being worked out by Senior Vice President Mike Burshtin, for approval by SEPTA. Details on ordering tickets will be provided in the summer issue of Cinders, and a flyer will be issued. The Chapter's mailing address is: P. O. Box 7302, Philadelphia, PA 19101-7302.

CONRAIL FREIGHT SCHEDULE CHANGES

Further changes have been made to the Conrail freight train schedules shown in previous issues of Cinders, effective May 15. They are as follows:

- CSAB is extended from Abrams to Allentown and redesignated CSAL. Train operates on same schedule from Alexandria, VA to Abrams (via CSX from Washington, DC to Philadelphia), leaving Abrams 0100, passing Alburdis 0500, arriving Allentown 0545 daily. CSX power continues to run through on Conrail.
- ABCS now originates at Allentown instead of Abrams and is redesignated ALCS. Train leaves Allentown 1100, passes Alburdis 1145, arrives Abrams 1445 daily. Balance of schedule to Alexandria, VA is lengthened 45 minutes due to a new crew change at Philadelphia (Belmont), but train continues to operate via CSX with runthrough power.
- PGAL (South Philadelphia to Allentown) is withdrawn, because of the extension of CSAB.
- ALSR (Allentown to Hagerstown, MD runthrough to Norfolk Southern) departs Allentown one hour later at 1300 daily.
- ALCG (Allentown to Corning, NY) departs Allentown four-and-one-half hours later, at 1330 daily.
- CGAL (Corning to Allentown) arrives Allentown four-and-a-half hours later, at 1230 daily.
- ALPI (Allentown to Conway) departs Allentown a half-hour later, at 1530 daily.

COPIES OF 1989 FINANCIAL STATEMENT AVAILABLE: Any member wishing a copy of Philadelphia Chapter's financial statement for the year 1989 should send a stamped, self-addressed envelope to: David Kopena, Vice President & Treasurer, 422-B Avenue A, Horsham, PA 19044-2061.



JUNE 2, 1990: NJ Transit E8 #4323 will power an NJT consist from Hoboken Terminal to Denville, NJ, Spring Valley, NY and return, sponsored by United Railroad Historical Society and Friends of New Jersey Railroad and Transportation Museum. Train will leave Hoboken 9:15 AM, return about 5:30 PM. Fares: \$25 adults, \$15 children under 12, all proceeds going to URHS for the restoration of rolling stock destined to the State Transportation Museum. Photo stops and a picnic stop will be included. Order tickets from: URHS/Friends Train Tickets, W-11 Avon Drive, East Windsor, NJ 08520, making checks payable to URHS and enclosing stamped, self-addressed envelope. For further information, telephone 609-443-4746.

JUNE 2: "Roundhouse Special" excursions operated with MARC equipment from Hagerstown, MD to Gettysburg, PA and return via CSX's former Western Maryland Dutch Line, sponsored by Hagerstown Chapter NRHS. Morning trip will leave WM shops area at Hagerstown 8:30 AM, returning at 12:30 PM. Afternoon trip will leave at 1:30 PM, returning at 5:30 PM. Proceeds will benefit the Chapter's effort to preserve the WM roundhouse and shops. Fares: \$28 adults, \$20 children (12 and under). Order tickets from: Hagerstown Chapter NRHS, P. O. Box 4175, Hagerstown, MD 21740-4175 (tickets will be held for pickup at trainside). For further information and reservations, telephone 301-791-3130 or 301-739-4665.

JUNE 2-3: Rail excursion from Brownville Junction, ME to McAdam and St. Andrews, New Brunswick and return via Canadian Atlantic Railway, sponsored by 470 Railroad Club. THIS TRIP SOLD OUT.

JUNE 3: "Farewell to the Pioneers" SEPTA excursion using last of 1958 Budd-built Pioneer III MU cars, sponsored by Philadelphia Chapter NRHS. Cars will be retired July 1. Special train leaves 30th Street (Lower Level) at 10:30 AM. Fare: \$30 per person. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS" and enclosing stamped, self-addressed envelope. For further information, telephone 215-828-0706.

JUNE 9: Rail excursion from Portland, ME to Gorham, NH and return via St. Lawrence & Atlantic Railroad, sponsored by 470 Railroad Club. Fare: \$50 per person. Order tickets from: 470 Railroad Club, 391 Cottage Road, South Portland, ME 04106.

JUNE 10: Rail excursion from South Paris, ME to Groveton, NH and return via St. Lawrence & Atlantic Railroad, sponsored by 470 Railroad Club. Fare: \$50 per person. For tickets, write 470 Railroad Club as shown in item above.

JUNE 14-17: Annual NRHS convention at St. Louis, MO, sponsored by St. Louis Chapter. Four mainline steam locomotives will be featured, including Union Pacific 844, Frisco 1522 and Cotton Belt 819. Norfolk & Western 1218 will power special train sponsored by Roanoke Chapter to the convention. Three mainline specials will be operated, in addition to seminars, workshops and the annual banquet. Registration material was mailed to all members during April by St. Louis Chapter NRHS, 1135 Colonnade Center, Suite 321, Des Peres, MO 63131 (telephone 314-965-2120 evenings for recorded information). Inbound special information may be obtained from Roanoke Chapter NRHS, P. O. Box 13222, Roanoke, VA 24032.

JUNE 18-28: "Colorado Rails" tour from St. Louis, MO to Denver, CO immediately following NRHS convention, sponsored by Overland Chapter NRHS. Tour includes trips on four Colorado tourist railroads as well as the newly-opened Grand Canyon Railway. Fares range from \$1,245 per person. For reservations and information, contact: Overland Chapter NRHS, 1412 12th Street, Moline, IL 61265 (telephone 309-764-1834).

JUNE 22: Harbor lights and rail facilities cruise of New York Harbor, sponsored by Tri-State Chapter NRHS. Tour boat leaves NJ Transit Hoboken Terminal at 7 PM, returns about 10 PM. Fare: \$21 per person. Order tickets from: Tri-State Railway Historical Society, P. O. Box 1217, Morristown, NJ 07960-1217, enclosing stamped, self-addressed envelope. For further information, telephone Tri-State hotline at 201-488-5429.

JUNE 23: Public Auction of "O" scale collection of more than 50 locomotives plus collection of the late Hugh T. Jenkins, Philadelphia Chapter member. Auction begins 10 AM at Ridge Fire Company, Route 23, between Phoenixville and Route 100. Auctioneer will be Ted Maurer. Catalog, \$1 plus stamped, self-addressed envelope to Ted Maurer, 1931 N. Charlotte Street, Pottstown, PA 19464 (telephone 215-323-1573).

JUNE 30: "Gettysburg Special" excursion from Gettysburg to Mount Holly Springs, PA and return via Gettysburg Railroad (former Reading branch), sponsored by Chesapeake Division RRE. Steam power will be used in one direction, diesel in the other, with multiple photo runbys. Drawings for prizes will include cab rides. Train leaves Gettysburg 10 AM. Fare: \$30 per person. Order tickets from: RRE-Gettysburg Special, c/o Wes Vernon, 1605 Billman Lane, Silver Spring, MD 20902, making checks payable to "Chesapeake Division RRE" and enclosing stamped, self-addressed envelope.

JUNE 30: Public auction of railroadiana collection of the late Hugh T. Jenkins conducted by Ted Maurer, Auctioneer, at Ridge Fire Company, 10 AM. For directions and details see June 23 listing above.

JUNE 30-JULY 1: Trips over remaining trackage of Claremont Concord Railroad between Claremont and Claremont Junction, NH, using 44-ton locomotive and open gondola car, sponsored by Mass Bay RRE. Train will leave from Pleasant Street (three blocks south of downtown Claremont) at 11 AM, 12:30 PM and every hour to 4:30 PM on Saturday; 10 AM, 11:30 AM, 12:30 PM and 2 PM on Sunday. First and last trip each day will operate over all track including former Claremont Electric Railway trackage which is soon to be abandoned. Fares: Adults \$7, children \$4, except \$10 and \$5 for trips on Claremont Electric trackage. Orders received after June 25 will be subject to \$2 per person surcharge. Order tickets from: County Coach-Mass Bay RRE Excursion, P. O. Box 8136, Ward Hill, MA 01835. Passengers booking Amtrak space to Claremont Junction through Ascunty Travel will receive free excursion ticket (telephone 800-TRAINS-4 for details). For additional information telephone 603-542-4106.

AMTRAK, MIDWAY AIRLINES TO BEGIN JOINT ATLANTIC CITY SERVICE



Amtrak has announced that it plans to begin direct rail service between Philadelphia International Airport and Atlantic City on June 1. As reported in the February issue of *Cinders*, the new service represents the first time that Amtrak trains have ever run directly into an airport.

It also represents an unusual effort to market joint air-rail service, with Midway Airlines selling passengers a single ticket just as if Amtrak were a connecting airline. Baggage may also be checked through to or from Atlantic City. Midway said that the new service is aimed at diverting individuals and groups from charter buses and rental cars, and offering a greater degree of comfort for visitors to the casino resort. An airline spokesman said that on the trains "you have the ability to grab something to eat and walk around. It's a much different environment than a bus."

Last November Midway opened a hub operation at Philadelphia airport, adding flights to several cities. It now offers non-stop service between Philadelphia and ten U.S. and Canadian cities.

Amtrak will extend three of its four existing Philadelphia-Atlantic City trains to the Airport over SEPTA's Airport Line, which is linked to the Northeast Corridor mainline via the so-called "escape track" near 60th Street interlocking. Until the switch can be equipped for remote operation, a switchtender will be stationed there to line the switch.

The proposed daily schedules are:

Read Down

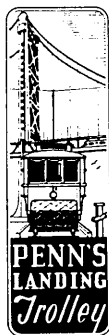
Read Up

<u>673</u>	<u>683</u>	<u>691</u>	<u>Train #</u>		<u>672</u>	<u>678</u>	<u>684</u>	
9:20 AM	3:50 PM	8:20 PM	Lv	AIRPORT	Ar	8:15 AM	2:45 PM	7:45 PM
9:46	4:16	8:46	Lv	30TH STREET	Ar	7:50	2:20	7:20
11:06	5:37	10:07	Ar	ATLANTIC CITY	Lv	6:30	1:00	6:00

At the Airport, the trains will stop at both the Terminal B and Terminal C-D platforms, sandwiched between SEPTA's half-hourly Airport Express trains.

One result of the new service should be to boost ridership on the Atlantic City rail line, which since the start of service a year ago has fallen well below Amtrak's initial projections. At last report, Amtrak is carrying a daily average of about 1,400 passengers on its six roundtrip runs.

PENN'S LANDING TROLLEY BEGINS SEASON; STUDY UNDERWAY



The Penn's Landing Trolley, operated by Buckingham Valley Trolley Association, opened its 1990 season on April 15. Running over a one-mile route along Delaware Avenue in Philadelphia's waterfront tourist area, the trolley will operate on weekends through November and on Thursdays and Fridays between July 5 and August 31. Center-door car #76 and Brilliner 80, both Red Arrow veterans, provided the opening-day service.

BVTA's *News Bulletin* reports that the engineering firm of Parsons Brinckerhoff is conducting a feasibility study for the City on future trolley operations along Delaware Avenue, as part of large-scale plans to further develop the Penn's Landing area. BVTA is also asking the City and PennDOT for permission to establish a storage yard beneath the Interstate 95 structure at Front & Laurel Streets. Meanwhile, the large collection of idle trolley and subway equipment will remain stored on the north apron of Pier 38 South.

EXTRA LIST (Continued from Page 3)

AUGUST 16: Philadelphia Chapter annual summer dinner at Puffin' Billy Restaurant in Philmont station on SEPTA's West Trenton line. Dinner served at 6:15 PM but bar will be open earlier. Further information will be provided in mailing during July.

AUGUST 19: "Farewell to the Brills" excursion, postponed from April 29, featuring two-car train of last operable Brill Bullet cars on SEPTA Norristown High Speed Line, jointly sponsored by Philadelphia Chapter NRHS and Buckingham Valley Trolley Association. Train leaves 69th Street Terminal at 1 PM, returns about 4 PM. Multiple photo stops and runbys will be scheduled. Fare: \$20 per person. Order tickets from: George Metz, 130 Springton Lake Road, Media, PA 19063, making checks payable to "Philadelphia Chapter NRHS" or "BVTA" and enclosing stamped, self-addressed envelope. For further information, telephone 215-565-0528.



Amtrak celebrated the tenth anniversary of the Pennsylvanian over the weekend of April 27-29, with a celebration on westbound Train #43 on Friday, April 27, and an equipment display at Pittsburgh April 27-29. Receptions were held in the stations at Harrisburg and Pittsburgh on Friday, as well.

The consist of #43 on April 27 was F40's 208 and 398, Amcoaches 21163, 21246, 21143, Amdinette 20236, Amcoaches 21189 and 21055, Amcafe 20026, Amcoach 21178 and Car 10000 on the rear. The rear four cars were for invited guests. Equipment placed on display at Pittsburgh included Heritage coach 4646, Heritage 10-6 sleeper 2885-Pacific Home, Heritage lounge 3109, Amfleet II coach 25050, Viewliner sleeper 2301, Superliner coach 34079, and Superliner Lounge 33007.

The April 23 derailment of Amtrak Train #6 in Iowa resulted in major damages to the rear four Superliners in the train, they being sleeper 32064, coach-baggage 31012, coach 34001 and sleeper 32046. The latter two cars were the most seriously damaged, with the sleeper winding up on its side.

Amcoaches 21008 and 21230 were noted at Wilmington for truck work. Both cars have experimental trucks on them, and it will be interesting to see if they emerge from the shop with "standard" trucks once again. Horizon fleet coach 54052 has a Bombardier B-55H model truck as an experimental installation, as well.

Eastern Railcar in Union, NJ is to do some contract overhauls of baggage cars for Amtrak, with at least six cars having been identified for the program so far.

The new Atlantic City schedules are outlined in an article on Page 4 of this issue. However, it's interesting to note equipment moves made to maintain the schedules to the shore resort. Train 678's equipment deadheads from the Airport to 30th Street at 3:22 PM, passing a second set which leaves 30th Street at 3:13 for the Airport, forming Train 683 to the shore upon arrival at International Airport. For the present, these consists are three cars each, although any sizeable increase in ridership would result in expansion.

The two remaining Atlantic City trains, from New Haven and Richmond, swap trainsets by having the Richmond set make a midday roundtrip from Atlantic City to Philadelphia (Trains 680-685) and continuing back to New Haven in the evening. The equipment which started in New Haven in the morning spends the day at Atlantic City before leaving for Richmond in the evening. On Fridays, the Richmond train runs to Washington (Train 660), returning to the shore in the evening as Train 667, thence back to Washington at 12:25 AM Saturday morning. The equipment returns to Atlantic City Saturday morning as Train 661, departing from the shore at 9:05 PM as Train 666 to Washington. Early Sunday morning, the train operates Washington-Philadelphia as Train 186 and is released from duty there.

Because the train which would have turned for 685 at Philadelphia Fridays has gone to Washington on Train 660, a new train is formed from the Airport shuttle trainset which had been swapped out earlier that afternoon. It takes its place in the rotation on the train to New Haven (there is no swap of Airport sets on Saturdays -- when it begins again Sunday afternoon, the equipment from Train 186 would be available in Philly.)

In commuter rail news, the Amtrak-operated service out of South Station in Boston requires a minimum of 122 cars on a typical weekday. On May 1, only 12 rebuilt RDC HEP coaches (Boise Budds) were noted.

New York's Metro North has ordered 20 additional cars from Bombardier. There will be 12 cabs and eight standard coaches. Numbers, however, are unclear at present, depending upon lavatory installation.

In Chicago, GO Transit F59PH 545 spent some time testing on Metra. However, Trains reported an order for 30 locomotives, and it is expected that these units, designated F40PH-2A's, will have carodies like Amtrak 450 and 451, the F69PH units, but will in fact be F40's. By 1993, the fleet of former BN E units will be history.

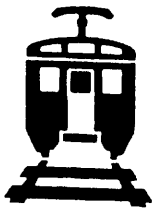
Maryland's MARC has 13 active Budd RDC's today: 1 (ex-9940), 3 (ex-9822), 8 (ex-9811), 9 (ex-9812), 10 (ex-9803), 11 (ex-9804), 12 (ex-9805), 19 (ex-9800), 20 (ex-9920), 22 (ex-9922), 23 (ex-9913), 24 (ex-9801) and 25 (ex-9802). Budd #23 is owned by CSXT and still lettered B&O. The four ex-PRSL, ex-NJ Transit RDC's are being refurbished for service and will become MARC #26-29. Three other damaged cars are on the property.

PHILADELPHIA



FRANK G. TATNALL, JR.

A proposal is being floated at SEPTA to convert the five Budd-built Pioneer III's to push-pull cars. Officially listed as "Silverliner I" types, the Pioneers will be retired July 1 because they are not equipped with automatic train control. Their solid stainless-steel bodies, however, make them suitable for non-powered coaches. An additional AEM-7 locomotive (or perhaps two) are being considered as part of this proposal..... From late April to mid-May four of the Pioneers were running daily on Doylestown expresses #6595-6596. Their "farewell" excursion is scheduled for June 3, sponsored by Philadelphia Chapter.



SEPTA participated in Delaware DOT's National Transportation Week Expo at the AMTRAK station in Wilmington May 12. Airport-equipped Silverliner III cars 236 and 238 ran free hourly trips between Wilmington and Marcus Hook and WILMINGTON & WESTERN had its equipment on display. Steam locomotive #37 was there along with newly-refurbished ex-Pennsy doodlebug #4662, but Amtrak was not represented. CONRAIL had its grade crossing safety exhibit on display.....Eight of the 230-series Silverliner III's are now airport-equipped, meaning that they are fitted with special luggage racks.....The proposed May 22 SEPTA special to Harrisburg was cancelled.

Only two of the 58 Silverliner II's and III's sent for overhaul at Morrison-Knudsen's Hornell (NY) shop had not returned by mid-May. They are #223 and 229.....Reading Blue #9135 (still in blue-and-white paint) is parked outside the new shop building at Roberts Yard. Its role: a storage site for car parts.....Two temporary bridges have been erected near Wallingford station where the West Chester Line passes over the Blue Route construction area (Interstate 476).

The Reading Company last month refused the City's request to clear more toxic PCB chemicals from the Reading Terminal track area, contending that the job was already completed. The dispute may lead to further delays in construction of the controversial \$500-million convention center of which the trainshed is to become the grand entrance. To make matters worse, a coalition of contractors has filed suit in Federal court against the Pennsylvania Convention Center Authority, alleging that the Authority's minority set-aside program for awarding construction contracts is at odds with recent court decisions barring such practices. The Authority still intends to open the new center in late 1992, with or without the renovated trainshed.

Joint SEPTA-NJ TRANSIT tickets are now being sold at some Northeast Corridor ticket offices, applying between Philadelphia center city stations and NJT stations east of Trenton. Delaware Valley Rail Passenger reports that SEPTA was to begin sale of these tickets in late May, a plus for riders because the joint fares are substantially lower than AMTRAK's between the same points.....A two-hour power outage in Roberts yard and the Wayne Junction area began at 2:30 PM April 25, disrupting SEPTA rush-hour service.....A failure at AMTRAK's "Phil" interlocking on May 17 forced SEPTA to run its R2 Wilmington-Marcus Hook trains through the Lower Level of 30th Street, reverse at "Zoo" and proceed back to the Upper Level (Bert Pennypacker).....The #1 track on the Chestnut Hill West Line between Chestnut Hill and "Cresheim" was still out of service for wire work in late May, but should be open early this month.



There has been no miracle solution forthcoming in SEPTA's struggle for survival, but there is no shortage of talk. General Manager Louis Gambaccini was scheduled to present a selection of cost-cutting and revenue-building options to the SEPTA board the week of May 21, on the heels of that unexpected examiner's report which recommended against a fare increase for the City Transit Division (see May Cinders). The options were expected to include a fare increase more modest than the original \$30-million proposal, coupled with service reductions and administrative savings.....Three days of hearings on SEPTA's \$677-million operating budget for Fiscal Year 1991 (beginning this July 1) were held in early May. On the 18th the examiner issued his report urging that no service cuts be made but that "non-service-related" costs be reduced. One suggestion was to defer \$4.2-million in leasing costs for the Asea railcars being built for the Norristown High Speed Line.

The operating budget as presented is at risk on fronts other than the aborted fare increase. The City of Philadelphia is still threatening to withhold its \$45 million annual contribution to SEPTA unless the State grants it permission to levy a half-cent sales tax within the City. And Philadelphia Congressman William H. Gray's proposed legislation to reduce Federal highway funding to Pennsylvania unless the State establishes a dedicated funding source for transit is in trouble in Washington and in Harrisburg. Both of Pennsylvania's Senators, John Heinz and Arlen Specter, said last month that they had problems with the idea and thought that few in the Senate would support it. Meanwhile, Representative Robert Borski of Philadelphia said that he would pursue a report by the General Accounting Office that the Bush Administration is withholding some \$3 billion in transit funds, collected from a one-cent tax on gasoline, in order to reduce the Federal deficit. Borski said that SEPTA is entitled to about \$200 million of that money.....SEPTA has issued a 58-page annual report for Fiscal Year 1989, subtitled "Year of Progress."

(Continued on Page 7)

PHILADELPHIA EXPRESS (Continued from Page 6)


General Manager Gambaccini was the star witness at a two-day hearing held by the National Transportation Safety Board last month. NTSB's probe of the fatal March 7 derailment of a Market-Frankford subway train near 30th Street station has focused on SEPTA's maintenance practices for the 30-year-old fleet of Budd-built cars. Gambaccini seemed to put much of the blame on the chronic funding shortage, saying "The reality today is we've got a lot wrong with this organization--it's spelled money." But maintenance supervisors and workers from the 69th Street shops disagreed as to how well SEPTA trained its workers and communicated problems to higher officials. Also testifying was the train's conductor and two passengers injured in the crash, which occurred when a traction motor fell from its mountings and snagged a switch mechanism. NTSB Member John K. Lauber expressed his displeasure with the lack of oversight responsibility on the part of PennDOT or other outside agencies.

It now appears that it will be mid-1991 before any significant number of the new Asea cars are in service on the Norristown High Speed Line. Production delays at AMTRAK's Beech Grove (IN) shops insure that 15 of the 26 cars will not be delivered to SEPTA by the end of next January, as required in the contract. Heavy penalties are provided for such failure, leading to the belief that the matter will wind up in court..... Meanwhile, with only six of the ex-Chicago carsets and one Bullet normally in service on any given day, the ex-P&W line is still running without rush-hour express service, and SEPTA on May 7 eliminated the hourly owl service begun just last September. Otherwise, two-man trains would need to be assigned to the lightly-used after-midnight runs.....Plans are advancing for the conversion of PATH K-class cars for use on P&W pending arrival of the Asea cars (see May Cinders).....Work is underway on rebuilding the 1907-vintage 72nd Street shop to handle the Asea cars, but this won't be finished until 1992.....At the May budget hearings, one of the fare increase opponents referred to the new AC-drive cars as "Cadillacs." SEPTA ordered the 26 cars in 1987 at a price of \$44 million.

It's been three months since SEPTA reorganized its operating staff (see March Cinders), but the post of assistant general manager for operations support is still vacant. With responsibility for facilities, heavy equipment maintenance and engineering, the position is one of five reporting to Chief of Operations Charles W. Thomas, who himself was formerly an AGM until the new divisions were created. Now there are 13 AGM's, eight of them in non-operating staff positions.....A new law banning discrimination against the handicapped in hiring and access is headed for quick approval in Congress. Among its provisions is a requirement that transit agencies provide better access to buses and trains in spite of the cost, though improvements may be spread over several years. All new equipment and facilities must be built as handicapped-accessible.

SEPTA placed its new silver tokens in use on May 13. Their magnetic cores make them machine-readable, and the old bronze tokens are no longer accepted.....SEPTA launched its latest "200-series" bus route on May 21. Route 210 makes 13 weekday roundtrips between the R2 rail station at Willow Grove and suburban office complexes in Horsham and Upper Dublin.....The U.S. Court of Appeals for the Second Circuit last month reversed a lower court ruling that begging and panhandling are a form of free speech. The appeals court upheld a METROPOLITAN TRANSPORTATION AUTHORITY regulation banning such activity in New York public transit facilities.NARP reports that the clean air legislation approved by the U.S. Senate in April empowers state governors, with DOT approval, to use Federal-aid highway funds with a 90-percent match for any projects that help meet ozone or carbon monoxide standards. This could even include rail transit.....Thieves have stolen the 1928-vintage brass handrails from four North Philadelphia stations on the Broad Street Subway. The brass, which is selling for 40 cents per pound at salvage yards, will be replaced with steel pipe, SEPTA said.

Congress on May 10 approved and sent to the President an AMTRAK reauthorization bill which calls for spending \$684 million in Fiscal Year 1991 and \$712 million in FY '92.

 The bill contains a controversial provision requiring the Interstate Commerce Commission to conduct a three-month review of any proposed sale of a Class I railroad to a non-carrier (the ICC already must approve the sale of railroads to other carriers). Another section grants CONRAIL the liability exemption it has demanded to allow the proposed Virginia Railway Express commuter service to operate over CR rails from Alexandria into Washington Union Station. Though the bill passed both houses overwhelmingly, the DOT is urging the President to veto it as too costly. Congress must still approve legislation to actually appropriate 1991 funding for Amtrak.

The American European Express began its luxury rail service between New York, Philadelphia and Chicago on May 3, operating its five sumptuously-rebuilt cars on the rear of AMTRAK's Broadway Limited. These additional cars, plus heavy mail business, frequently require three F40 locomotives to haul the 20-plus-car consist. The Inquirer carried a lengthy article on AEE, complete with three photos and a route map, in its May 11 editions. Fares, of course, are substantially higher than for Amtrak sleeping car service on the same train, but discounts for round-trips and special train-out-plane-back deals reportedly are available. Departures from 30th Street Station are on Thursdays and Sundays, and arrivals from Chicago on Wednesdays and Saturdays. The phone number for reservations is 1-800-677-4233.

AMTRAK's direct service from Richmond, VA and Washington, DC to Atlantic City is proving quite popular. To speed service on the Corridor and eliminate engine-change time at Washington, the train is running opposite to normal practice with its locomotive on the north end to Philadelphia, which becomes the south (Atlantic City) end in New Jersey. On May 17 train #663 was seen at 30th Street with F40 #301 in the lead, followed by five Amfleet cars and converted cab car #9645.....Bert Pennypacker reports some serious delays last month during the engine change operation at Frankford Junction for New Haven-Atlantic City trains #653-654. This was after a long period of efficient changes, which now appear to have been restored.....Bert also learned that on May 14 and 15 AMTRAK took its Atlantic City mainline out of service across the Delair bridge. During this period all trains operated over the paralleling CONRAIL single track on the bridge (the former #1 track of the double-track route).

(Continued on Page 8)

PHILADELPHIA EXPRESS (Continued from Page 7)

When the \$75-million restoration of 30th Street Station is completed next year the building will be rechristened as "30th Street Center," according to a Daily News report.....AMTRAK has scheduled a special train leaving Washington for New York at 10 AM July 13 to carry His Holiness Dimitrios, Patriarch of the Greek Orthodox Church, who will be visiting the U.S. The train will include open-platform private car 353 (ex-Lehigh Valley), now owned by Lehigh Black Diamond, Ltd.....Bennett Levin's car Pennsylvania 120, having nearly completed a costly restoration at Juniata Terminal in North Philadelphia, was to move to Panama City, FL in late May for interior finishing.....Have you noticed the large new signs facing the AMTRAK mainline at Juniata Terminal? One is a color painting of car 120 and the other depicts a Pennsy GGI locomotive.

AMTRAK's special movements bureau, which arranges chartered trains and private car movements, generated nearly \$3 million in revenues for the company in the first quarter of 1990. This was the highest quarterly figure in the bureau's history, and represents average revenues of \$42,000 for charter trains and \$2,500 for private car moves (Amtrak Newsbreak).....AMTRAK police have a new national toll-free hotline number--1-800-331-0008--which can be used to report trespassers, accidents, etc. (Newsbreak).....The six F40 diesel locomotives which AMTRAK purchased from GO TRANSIT (see May Cinders) were obtained at a price of \$400,000 each. For \$600,000 per unit CONRAIL will rebuild them at its Juniata shops in Altoona, work which will include installation of dynamic brakes and a new head-end power system (Harrisburg Chapter Rail Review).....An item in the Mass Bay RRE Callboy suggests that those planning a major Amtrip call the 800-USA-RAIL number just after midnight, because the computers are then purged of cancelled reservations.....AMTRAK will spend \$2 million to improve its radio communications along the Northeast Corridor. This will include replacement of obsolete base stations and updated portable radio equipment for trainmen (Newsbreak).



CONRAIL last month began taking delivery of 50 new General Electric C40-8 widenose diesel locomotives, #6050-6099, to be assigned to Conway yard near Pittsburgh for maintenance. Two pairs of the units, #6050-6054 and #6052-6053, moved trains through the Philadelphia area over the weekend of May 12-13. As of May 15 eight of the 4,000-hp units had been delivered, representing CONRAIL's first use of the Canadian-inspired "comfort cab" with its console-type controls. Fifty more C40's are expected next year.....CONRAIL in April retired 43 of its stored locomotives, including nine GP30's and 14 GP35's. These were deducted from the motive power listing published elsewhere in this issue.

CONRAIL's new general offices, to be located in the proposed Two Commerce Square building at 20th & Market Streets in center city, will occupy 750,000 square feet of space in the 41-story tower. Partial occupancy is expected by mid-1992, consolidating offices located at four sites in Philadelphia.....In mid-May trains such as MAIL-3, MAIL-9 and PIOI were seen detouring through Philadelphia over CONRAIL's ex-Reading lines enroute to or from North Jersey. The reason was track construction on their regular routes.....An interesting statistic to come out of CONRAIL's annual stockholders' meeting in Philadelphia May 16 was that the railroad now has more than 50 female engineers in train service.....Construction has begun on a \$300-million printing plant to be located on the site of the old Alan Wood Steel works in West Conshohocken, to be served by the shortline UPPER MERION & PLYMOUTH. The plant will print the Philadelphia Inquirer and related publications.....A 25-year-old Philadelphia man who had been deaf since birth was struck and killed by a CONRAIL coal train on May 14, as he walked in the gauge of a mainline track near Valley Forge.

CONRAIL reports that it has paid \$89 million in claims for those killed or injured in the January 4, 1987 collision between an AMTRAK passenger train and three Conrail locomotives near Chase, MD. AMTRAK paid \$14 million. A Federal judge had ruled that Conrail could not recover its costs from Amtrak because of the apparent negligence of the Conrail crew, even though the Northeast Corridor Freight Operating Agreement provides that Amtrak must indemnify Conrail against such liability regardless of fault. Now an appeals court has reversed the earlier ruling and ordered the railroads to submit the dispute to arbitration.....CONRAIL and CSX met last month to discuss the extent to which CSX will have access to the Philadelphia waterfront, according to a Journal of Commerce report. One item was CSX access to the Packer Avenue Marine Terminal container facility in South Philadelphia.....CONRAIL has been cited by the State of Pennsylvania for permitting continuance of an underground fire, which has been burning for over 20 years on railroad property in Cumru Township near Reading. Conrail is holding the Reading Company responsible for the fire, which feeds on buried solid waste.....Renovation of the derelict Union Station in Bethlehem has finally begun. A private developer purchased the vintage-1925 brick building, which once served passengers of both the Lehigh Valley and Reading.



NJ TRANSIT has received permission from AMTRAK, CONRAIL and PATCO to operate a series of Phillies baseball specials from Atlantic City to South Philadelphia, beginning in July. The trains, which will run on four Sundays, will be routed through 30th Street to "Phil" interlocking in West Philadelphia, then reverse to the Delaware Extension and proceed to Conrail's Greenwich yard located a few blocks south of Veterans Stadium.....Thomas Gagliano is no longer executive director of NJ TRANSIT. George Warrington, formerly vice president & general manager of NJT Rail, is serving as acting executive director.....Thomas M. Downs has been elected chairman of NJT's board.....NJT will begin a project this fall to rebuild the platforms at Trenton station. Included will be new canopies, new concrete decks and new lighting. A contractor is now removing asbestos from beneath the present platforms.

Rodney Fisk, the investor who gained attention last year with a proposal to take over NJ TRANSIT's Princeton Branch, seemingly has more ambitious plans. Delaware Valley Rail Passenger reports that Fisk is now floating an idea for privately-run commuter trains between Jenkintown and North Jersey, between Allentown and

(Continued on Page 9)

ON THE SCENE (Continued from Page 5)

MARC will also be receiving 25 new cars for its fast-growing ridership from Sumitomo, numbered as follows: six cab cars (7757-7762), ten trailers without lavatories (7716-7725) and nine trailers with toilets (7791-7799).

NJ Transit, meanwhile, schedules a number of deadhead moves between "Race" and 30th Street which our members may find useful. The moves are as follows:

Read Down					Read Up		
X450 (Ex Sun)	X452	X458	X460 (Sun.)		X451	X459	X461
1:53 AM	8:20 AM	6:55 PM	12:50 AM	"Race"	7:03 AM	4:54 PM	11:09 PM
2:08	8:35	7:10	1:05	"Shore"	6:53	4:44	10:59
2:23	8:50	7:25	1:20	30th Street	6:38	4:30	10:45

On weekends, there is a deadhead move from Atlantic City to "Race" and return, leaving Atlantic City at 11:01 AM, passing Winslow at 11:44 and arriving at Race at 12:20 PM, designated X498. Returning, move X497 leaves Race at 4:00 PM, passes Winslow at 4:22 PM and arrives Atlantic City at 4:55.

VIA Rail Canada's few full-service diners feature simple menus but lunch and dinner selections change each day on the transcontinental train. For instance, breakfast offers eggs and ham or sausage as one entree and pancakes or waffles as the other. Lunch offers one full meal, with alternate selections of a cheeseburger or sandwich, both of which come with soup and beverage. The full meal selection includes dessert, too. Dinner offers a choice of two full meat dishes with soup, salad, rolls and pie. An acceptable level of variety exists because everything on the menu changes daily.

CANAC, selected to sell the surplus VIA cars and locomotives, has issued its first list of 75 cars. There is no auction, but a straight sale, with prices ranging up to C \$120,000 per car.

PHILADELPHIA EXPRESS (Continued from Page 8)

North Jersey and between Allentown and Philadelphia. Lines of NJT, CONRAIL and SEPTA would be required. The Conrail Lehigh Line between Allentown and Newark is now mostly single-track and at near-capacity with freight traffic in certain periods. It has also been independently learned that a consultant representing Fisk is surveying routes in South Jersey with the idea of starting passenger service.....NJT is continuing its reduced one-way fare of \$3 between Lindenwold and Atlantic City, which was begun with the startup of service last September. Whether this will be affected by the statewide fare increases proposed for this summer is uncertain.....NJT has signed an agreement with a developer for construction of a \$9.5-million commuter station along the Northeast Corridor in South Brunswick, to be paid for by the developer. The same firm has proposed a Jersey Center Metroplex office project nearby in South Brunswick (NJT Inside Track).

Trustee Francis P. Dicello of the DELAWARE & HUDSON announced on May 17 that he accepted the CANADIAN PACIFIC's bid of \$25 million to purchase the ailing D&H. The railroad has been in bankruptcy since June 1988. The CP bid is \$10 million less than an earlier bid which was contingent on obtaining trackage rights over CONRAIL's line between Harrisburg, PA and Hagerstown, MD. CP and CR were unable to agree on the granting of those rights. At the same time, press reports indicated that CP and GUILFORD TRANSPORTATION INDUSTRIES were near agreement on the interchange of freight at Fitchburg, MA instead of at Mechanicville, NY, with CP to gain operating rights over Guilford's 140-mile BOSTON & MAINE line between those points. A hearing on Dicello's plan is scheduled for June 7 in the U.S. Bankruptcy Court, Wilmington, DE. The CP offer is subject to approval by the ICC and new agreements with D&H labor unions.

DELAWARE & HUDSON has received two more rebuilt locomotives from Morrison-Knudsen's shop at Mountain Top, PA. GP38-2 #7307 and GP39-2 #7403 were delivered on May 5, and like GP38-2 #7312 completed in April, they are dressed in D&H's traditional blue and gray with lightning stripe paint scheme (Leatherstocking Chapter Railtimes).....CSX, which financed the seven-unit D&H program, will also run 50 diesels through the Mountain Top rebuild facility (Railtimes).....UPPER MERION & PLYMOUTH has repainted NW2 #1002 in orange and blue similar to that of sister road BRANDYWINE VALLEY, and renamed the unit 9008.....Harrisburg Chapter's Rail Review reports that the shortline MIDDLETOWN & HUMMELSTOWN is in serious financial condition, and may be forced to sell steam loco #91.....Reading Company Technical & Historical Society has purchased from GE ex-CONRAIL U30C #6840, originally Reading #6300. The Society has also bought a former Reading wide-vision caboose from the D&H, #94116. Both locomotive and caboose will be repainted in Reading green and yellow (P&R Chapter Colebrookdale Local).

The 52-car Strates carnival train was scheduled to move through Philadelphia May 29 via CSX-CONRAIL, enroute to Connecticut. The show will return July 15 for its annual two-week stand at the Delaware State Fair in Harrington.....Chapter Member and Cinders Columnist El Simon will begin a new column in the next issue of Passenger Train Journal.....NRHS welcomes the new Delmarva Chapter based in Parksley, VA, the Society's 158th chapter.....Regional VP Larry Eastwood and Philadelphia Chapter Member Paul Kutta are the point men in establishing the new NRHS Video Library, which should begin operation this fall out of the Philadelphia national office. The present Film Library will also move here.

NOTICE: THE NEXT ISSUE OF CINDERS WILL APPEAR IN MID-SUMMER

Conrail Locomotive Roster

(Corrected to May 15, 1990)

<u>ROAD NUMBERS</u>	<u>MODEL</u>	<u>BUILDER</u>	<u>YEAR BUILT</u>	<u>HORSEPOWER</u>	<u>WHEEL ARRANGEMENT</u>	<u>TOTAL UNITS</u>
*1000 - 1023	MT4	Alco	1957	1000	B-B	24
*1100 - 1128	MT6	Alco	1958	1000	C-C	29
1600 - 1699	GP15-1	EMD	1979	1500	B-B	100
1900 - 2023	B23-7	GE	1978-79	2250	B-B	117
2169 - 2249	GP30	EMD	1962-63	2250	B-B	54
2250 - 2394	GP35, 35M	EMD	1963-65	2500/2250	B-B	52
2700 - 2798	U23B	GE	1972-77	2250	B-B	97
2800 - 2816	B23-7	GE	1977	2250	B-B	17
2971 - 2974	U36B	GE	1976	3600	B-B	4
3000 - 3274	GP40	EMD	1965-69	3000	B-B	69
3275 - 3403	GP40-2	EMD	1973-80	3000	B-B	127
3620 - 3691	GP35, 35M	EMD	1964-65	2500/2250	B-B	22
4020 - 4022	E8A	EMD	1951-52	2500	A1A-A1A	3
5000 - 5059	B36-7	GE	1983	3700	B-B	58
5060 - 5089	B40-8	GE	1988	4000	B-B	30
5400 - 5462	GP8	EMD	1950-53	1600	B-B	48
6000 - 6021	C39-8	GE	1986	3900	C-C	22
**6025 - 6099	C40-8	GE	1989-90	4000	C-C	75
6240 - 6357	SD40	EMD	1966-71	3000	C-C	108
6358 - 6524	SD40-2	EMD	1977-79	3000	C-C	165
6550 - 6599	C30-7A	GE	1984	3000	C-C	50
6600 - 6609	C30-7	GE	1977	3000	C-C	10
6610 - 6619	C32-8	GE	1984	3150	C-C	10
6620 - 6644	C36-7	GE	1985	3750	C-C	25
6654 - 6666	SD45-2	EMD	1972	3600	C-C	13
6700 - 6834	SD50	EMD	1983-86	3500/3600	C-C	135
6840 - 6867	SD60	EMD	1984-89	3800	C-C	28
6900 - 6918	U23C	GE	1970	2250	C-C	18
6925 - 6959	SD38	EMD	1970	2000	C-C	35
7001 - 7483	GP9	EMD	1955-59	1750	B-B	57
7513 - 7597	GP10	EMD	1955-59	1850	B-B	75
7635 - 7939	GP38	EMD	1965-71	2000	B-B	148
8040 - 8281	GP38-2	EMD	1972-79	2000	B-B	235
8600 - 8621	SW8	EMD	1950-53	800	B-B	8
8632 - 8646	SW900	EMD	1955	900	B-B	6
8666 - 8687	SW8M	EMD	1950-51	800	B-B	12
8690 - 8698	SW8	EMD	1951-52	800	B-B	3
8701 - 8721	SW900	EMD	1956-63	900	B-B	15
8838 - 8919	SW7	EMD	1950-51	1200	B-B	18
8922 - 9025	SW9	EMD	1951-53	1200	B-B	24
9037 - 9089	SW7	EMD	1950-51	1200	B-B	14
9095	SW9	EMD	1951	1200	B-B	1
9097	SW7	EMD	1951	1200	B-B	1
9121 - 9140	SW9	EMD	1952-53	1200	B-B	6
9315 - 9381	SW1200	EMD	1956-63	1200	B-B	52
9400 - 9424	SW1001	EMD	1973	1000	B-B	25
9500 - 9620	SW1500	EMD	1966-73	1500	B-B	116

TOTAL CONRAIL UNITS

2361

NOTES:

--Certain number blocks are not complete.

--Approximately 250 of above units are stored.

* - Slug units converted by CR, GE.

** - Includes 50 widenose units delivered May-June 1990.

BUILDER ABBREVIATIONS:

Alco - American Locomotive Company/Alco Products, Inc.

EMD - Electro-Motive Division, General Motors Corp.

GE - General Electric Company

HANDY GUIDE TO MAINLINE STEAM LOCOMOTIVES

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

LOCOMOTIVE NUMBER	WHEEL ARRANGEMENT	BUILT FOR	PRESENT OWNER	PRESENT LOCATION	STATUS
39	4-6-0	LIRR	Steam Locomotive 39 Committee	Riverhead, NY	Under restoration for several years. Aim is to operate on LIRR.
152	4-6-2	L&N	Kentucky Ry. Museum	Louisville, KY	No mainline trips in 1989. Possible shortline trips in 1990.
290	4-6-2	A&WP	Atlanta Chapter NRHS	Atlanta, GA	Began New Georgia RR excursions in 1989 over CSXT. Expanded operation planned this year.
425	4-6-2	GM&N	Blue Mountain & Reading RR	Hamburg, PA	No mainline runs in 1990.
587	2-8-2	LE&W	City of Indianapolis	Indianapolis, IN	Leased to NS in 1989, operated at NRHS convention. Possible runs on INRD this year.
589	4-6-2	N&W	Ohio Railway Museum	Worthington, OH	To be leased to Midwest Ry. Historical Foundation and moved to Cleveland, OH.
611	4-8-4	N&W	City of Roanoke, VA	In service on NS	One of two locomotives in NS steam program. To return to service in July after bearing work.
614	4-8-4	C&O	Steam Loco Corp. of America	Cumberland, MD	In storage since 1985. No plans.
643	2-10-4	BL&E	Glenn E. Campbell	Pittsburgh, PA	Under restoration for several years. Has been test fired.
700	4-8-4	SP&S	City of Portland, OR	Portland, OR	Restoration still underway.
745	2-8-2	SP	Old Kenner Ry. Assn.	Kenner, LA	Restoration begun.
750	4-6-2	PEC	Atlanta Chapter NRHS	Atlanta, GA	Has operated on New Georgia excursions but more boiler work needed.
765	2-8-4	NKP	Fort Wayne RR Historical Society	Lima, OH	Limited excursion service in 1989, moved to new base at Lima. Wheel work underway.
819	4-8-4	SSW	City of Pine Bluff, AR	Pine Bluff, AR	Ran excursions on SSW last year for Cotton Belt Rail Historical Society. Will visit NRHS convention this year.
844	4-8-4	UP	Union Pacific	Cheyenne, WY	Premier UP excursion loco. Will run to 1990 NRHS convention in St. Louis.
1003	2-8-2	SOO	City of Superior, WI	Superior, WI	Under restoration since 1977. Plans for use uncertain.
1201	4-6-2	CP	National Museum of Science & Technology	Ottawa, Ont.	Ran occasional excursions in 1989. Trips in Ottawa area announced for this season.
1218	2-6-6-4	N&W	Norfolk Southern Corp.	In service on NS	Shares NS excursion duties with 611. Will operate to 1990 convention.
1223	4-4-0	PRR	RR Museum of PA	Strasburg, PA	Ran one special on AMTK in 1989. Retired to museum.
1225	2-8-4	PM	Michigan State Trust for Ry. Preservation	Owosso, MI	Ran excursions on T&SB in 1989, trips set for this season.
1355	4-6-2	GN	City of Sioux City, IA	Sioux City, IA	Planned 1990 steam-up deferred.
1361	4-6-2	PRR	City of Altoona, PA	Altoona, PA	Did not run in 1989 due to repair work, which continues. No trips planned this year.
1385	4-6-0	C&NW	Mid-Continent Ry. Museum	North Freedom, WI	Has run specials on C&NW. No announced plans for 1990.
1522	4-8-2	SLSF	National Museum of Transport	St. Louis, MO	Occasional mainline excursions since 1988 for St. Louis Steam Train Assn. Will star at 1990 NRHS convention.
2100	4-8-4	RDG	2100 Corp.	Hagerstown, MD	Restoration completed and test runs made on W&W in 1989. No plans for 1990.
2102	4-8-4	RDG	Blue Mountain & Reading RR	Reading, PA	Will run on BM&R but no mainline trips foreseen.
2317	4-6-2	CP	National Park Service	Scranton, PA	Operated Steamtown excursions on D&H last year. Plans uncertain for 1990.
2467	4-6-2	SP	Project 2467	Oakland, CA	Restoration continuing.
2472	4-6-2	SP	Project 2472	Redwood City, CA	Restoration work near completion.
2700	2-8-4	C&O	2700 Preservation & Restoration Society	Canton, OH	Silver Throttle Engine Assn. & Museum is working on restoration.
2716	2-8-4	C&O	Kentucky Ry. Museum	Birmingham, AL	Leased to NS. No plans for rebuilding.
2789	2-8-4	C&O	City of Peru, IN	North Judson, IN	Miami County Steam Loco Assn. is restoring.
2860	4-6-4	CP	Province of British Columbia	North Vancouver, B.C.	"Royal Hudson" will run regular BCR excursions this season.
2921	4-8-4	ATSF	City of Modesto, CA	Modesto, CA	Restoration still underway.
3001	4-8-2	NYC	Lake Shore RR Historical Foundation	Elkhart, IN	National NYC RR Museum is raising funds for restoration.
3254	2-8-2	CN	National Park Service	Scranton, PA	Being restored as backup for 2317.
3417	4-6-2	ATSF	City of Cleburne, TX	Cleburne, TX	Restoration candidate for service between Fort Worth and Dallas, TX.
3420	2-8-0	SP	City of El Paso, TX	El Paso, TX	Ran short excursions on SP 1981-82. City group plans trips for civic events.
3716	2-8-0	CP	Province of British Columbia	North Vancouver, B.C.	Will serve as backup for 2860 this season.

(Continued on Page 12)

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

LOCOMOTIVE NUMBER	WHEEL ARRANGEMENT	BUILT FOR	PRESENT OWNER	PRESENT LOCATION	STATUS
3751	4-8-4	ATSF	San Bernardino RR Historical Society	Fontana, CA	Restoration may be completed this year.
3985	4-6-6-4	UP	Union Pacific	Cheyenne, WY	Being converted from coal to oil-fired. No trips in 1990.
4070	2-8-2	GTW	Midwest Ry. Historical Foundation (NRHS)	Cleveland, OH	Will again operate weekend excursions on ex-CSXT Cleveland-Akron line.
4449	4-8-4	SP	City of Portland, OR	Portland, OR	Limited excursion use in 1989. No announced trips for 1990. Expected to go to Railfair '91 in Sacramento, CA.
4500	4-8-4	SLSF	City of Tulsa, OK	Tulsa, OK	Sunbelt RR Historical Society (NRHS) plans rebuild.
6060	4-8-2	CN	Province of Alberta	Calgary, Alta.	Last ran on doubleheader with 2860 in 1988. Excursions to be sought this year.
6325	4-8-4	GTW	6325 Turntable	Battle Creek, MI	Restoration in progress.
7002	4-4-2	PRR	RR Museum of PA	Strasburg, PA	Ran one special on AMTK in 1989. Retired to museum.

KEY TO RAILROAD ABBREVIATIONS:

A&WP - Atlanta & West Point Rail Road	FEC - Florida East Coast Railway	PM - Pere Marquette Railway
AMTK - Amtrak	GM&N - Gulf, Mobile & Northern Railroad	PRR - Pennsylvania Railroad
ATSF - Atchison, Topeka & Santa Fe Railway	GN - Great Northern Railway	RDG - Reading Company
B&LE - Bessemer & Lake Erie Railroad	GTW - Grand Trunk Western Railroad	SLSF - St. Louis-San Francisco Railway
BCR - British Columbia Rail	INRD - Indiana Rail Road	SOO - Soo Line
BM&R - Blue Mountain & Reading Railroad	L&N - Louisville & Nashville Railroad	SP - Southern Pacific Company
C&NW - Chicago & North Western Railway	LE&W - Lake Erie & Western Railroad	SP&S - Spokane, Portland & Seattle Railway
C&O - Chesapeake & Ohio Railway	LIRR - Long Island Rail Road	SSW - St. Louis Southwestern Railway
CN - Canadian National Railways	N&W - Norfolk & Western Railway	T&SB - Tuscola & Saginaw Bay Railway
CP - Canadian Pacific Railway	NKP - Nickel Plate Road	UP - Union Pacific Railroad
CSXT - CSX Transportation	NS - Norfolk Southern Corp.	W&W - Winchester & Western Railroad
D&H - Delaware & Hudson Railway	NYC - New York Central System	

DON'T MISS OUR ANNUAL SUMMER DINNER TRIP - THURSDAY, AUGUST 16, 1990
 THE PUFFIN' BILLY - IN THE PHILMONT TRAIN STATION ON
 SEPTA'S R3 WEST TRENTON LINE

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IMPORTANT! Meetings are now held at
 the Down Town Club - See Page 1!

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