



# CINDERS

## JUNE 1991



### IN THIS ISSUE

Philadelphia Chapter News.....	1, 2
ON THE SCENE, by El Simon.....	3
Extra List.....	5
PHILADELPHIA EXPRESS, by Frank Tatnall.....	6
Conrail Locomotive Roster.....	10
Conrail Freight Schedules.....	11-12

Volume 52      Newsletter of the      Number 6

**PHILADELPHIA CHAPTER**

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

## OUR MEETING:



FRIDAY EVENING, JUNE 21, 1991

Eakins Lounge, Alumni Hall, Thomas Jefferson University, Locust Street between 10th & 11th, Philadelphia, PA (three blocks south of Market East station)

Dinner at 6:15 PM (\$18 per person); Meeting at 7:45 PM

Parking in Wills Eye Hospital garage, 9th Street above Locust (\$3.50 after 6 PM), or Parkway Garage, also 9th above Locust (\$5.75 after 6 PM), Downtown Garage, Walnut Street east of 10th (\$4.00 after 5 PM)

Our Friday, June 21, 1991 meeting will feature the conclusion of the two-part presentation by noted Chapter Member, Historian and Artist Ted Xaras on the development of the Pennsylvania Railroad's passenger stations and their routes in the Philadelphia area. The time period of the later 1800's to the 1930's will be featured. "Then and now" views using two screens will be used to compare past and present-day views of many stations. Last month's program was widely hailed by those in attendance, so you won't want to miss the conclusion, as the Chapter closes out its 1990-91 meeting year.

Our usual sit-down dinner will be served in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$18 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, JUNE 18, 1991 to National Director Frank Tatnall at 215-828-0706. Please adhere to this strict reservation deadline. We ask that you specify when ordering if you desire a fish dinner. There will be a cash bar beginning at 5:30 PM.

Come out and join your fellow members as we take a fond look back at the Pennsy - June 21st!

## CHAPTER'S SUMMER DINNER SET FOR JULY 19

Philadelphia Chapter's annual summer dinner will be held this year on Friday, July 19 at the Milepost Restaurant, Lancaster Avenue west of Old Eagle School Road in Strafford. Dinner will be served at 6:15 PM but members and friends may gather at the bar when they arrive.

Chairman Bill Wagner again this year is following the long-established custom of arranging the dinner at a "Pennsy-side" location, because last year we dined on the "Reading side" of the commuter rail system. A postcard mailing in July will provide details for making reservations, including cost and choice of a meat or fish entree.

Convenient rail service is available on SEPTA's R5 Paoli line, the restaurant located about three blocks south of Strafford station. Frequent rush-hour service and hourly evening service is available.

Make your plans now to attend the Chapter's mid-summer get-together. This a purely social occasion, with no speeches or business to be endured!

## FP7 PROGRESS REPORT



Members interested in assisting in the restoration of the Chapter's ex-Reading FP7 diesel locomotive #903 are requested to contact Equipment Committee Chairman Harry Garforth at 215-364-4118. At present, the last replacement body panels are being installed and repainting should take place this summer. Work sessions take place most every Saturday, weather permitting, at Amherst Industries in Landisville, PA.

Anyone having information on the correct green paint color used by the Reading on their cab units, or who have good condition color photographs or slides of the locomotives when new, please contact Harry Garforth. Records do not exist for the original duPont color match and the Chapter would like to review as many different sources as possible prior to making a color selection.

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

**CHAPTER OFFICERS:**

President.....Michael L. Burshtin  
Senior Vice President.....Douglas W. Watts  
Vice President & Treasurer.....David L. Kopena  
Secretary.....Marie K. Eastwood  
National Director.....F. G. Tatnall, Jr.  
Historian.....Larry DeYoung  
Editor.....R. L. Eastwood, Jr.

MEETINGS: 7:45 PM, third Friday of each month (except second Friday in December) at Eakins Lounge, Thomas Jefferson University Alumni Hall, 10th & Locust Streets (south side), Philadelphia, PA. Dinner at 6:15 PM (\$18 per person), cash bar 5:30 PM, Meeting 7:45 PM.

ANNUAL MEMBERSHIP DUES: \$23 per person, which includes Chapter and National dues. Chapter-only dues \$12.00 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.

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.

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

## CHAPTER ANNOUNCES COMMITTEE CHAIRPERSONS

The Chapter's By-Laws call for several standing committees to be appointed by the President to assist in carrying out Chapter activities. At the May 17 meeting, President Burshtin announced the selection of six members of Philadelphia Chapter to serve as chairpersons for the committees for the 1991-1992 year. As information, the board of directors of the Chapter consists of the five elected officers and the chairs of the six standing committees, for a total of 11 members. Committee heads named are:

TRIP COMMITTEE - Frank G. Tatnall  
PUBLICATIONS COMMITTEE - Peter M. Senin, Jr.  
PUBLICITY COMMITTEE - Thomas F. Moran  
EQUIPMENT COMMITTEE - Harry Garforth  
NEWSLETTER COMMITTEE - R. L. Eastwood, Jr.  
MEMBERSHIP COMMITTEE - Sheila A. Dorr

In addition, President Burshtin reappointed Larry A. DeYoung as chapter historian, and created a financial committee to be chaired by Vice President & Treasurer David L. Kopena, with Lynn Burshtin, who is a degreed accountant, as a member.

## RAILROADS SEEK SUPPORT TO BLOCK HIGHWAY "TRUCK TRAINS"

Halting the trucking lobby's efforts to legalize double and triple trailer trucks across the nation should arouse the strong opposition of everyone interested in highway safety and the future of America's railroads. That was the message brought to NRHS directors by Conrail Chairman & CEO James A. Hagen at the Society's annual spring banquet May 4 in Bethlehem.

The trucking industry is working at both the state and Federal levels to secure approval for longer combination vehicles ("LCV's"), which as pointed out in railroad-sponsored newspaper and television ads can be as long as "a ten-story building laid on its side and (weigh) as much as 67 tons." Opponents argue that the longer trucks would divert business from the railroads onto already congested highways as well as pose serious safety hazards for automobile drivers having to contend with the big rigs in all types of weather. The combination of a tractor and three 28-foot-long "pup" trailers--legal today in some western states--may have 34 wheels and be more than 100 feet long! The argument advanced by the trucking lobby is that the LCV's would increase productivity and that double 48's and triple 28's have not been proven less safe than conventional tractor-trailers. The latter statement is disputed by many.

Officially, the U.S. Department of Transportation has taken no position on the big truck issue, which is being debated in Congress as part of this year's reauthorization of the Surface Transportation Act. Much opposition has developed in Congress to the proposed changes in truck size and weight, and organizations such as the American Association of State Highway & Transportation Officials, the Teamsters Union and numerous automobile groups have denounced the plan. Senators Frank Lautenberg of New Jersey and John Chafee of Rhode Island have introduced an amendment to the surface transportation bill which would freeze trucks at their present sizes.

Those wishing to express opposition to bigger trucks should write their Senators and Representatives in Washington, DC (Zip for the Senate is 20510, for the House is 20515), or telephone them at 202-224-3121 (the Capitol operator can reach all offices).

## UPDATE OF CONRAIL "TALKING" DEFECT DETECTORS

In a further change to the list of Conrail radio alarm defect detectors, as shown in previous issues of Cinders, note the following:

Harrisburg Line  
"Woodlane" (milepost 12.0) and "Forge" (milepost 24.5) detectors now transmit on radio channel 1 (160.80) instead of 2 (161.07).



As summer approaches, Amtrak will reroute the Pioneer through Wyoming effective June 15. This change will permit a westbound arrival in Seattle almost four hours earlier than at present, as well as an eastbound departure some two hours later than at present. Not all is positive with the change, however, as Boise, ID will see less desirable times, although it will continue to receive direct service. A late-afternoon Portland-Seattle slot is eliminated with the earlier westbound schedule, too.

The first of eight Capitoliners converted to coaches for Michigan service has been seen. Former Metroliner #818 is now 44551. When the program is finished, cars 814, 818, 880, 884 and 886-889 will become 44550-44557.

Amtrak has leased 15 locomotives to assist in maintaining service until new units can come on line. The units, to be numbered 650-664 were formerly Conrail 3104, 3108, 3109, 3114, 3116, 3117, Illinois Central Gulf 3072, Boston & Maine 320 (CR 3227), 321 (CR 3229), 323 (CR 3233), 324 (CR 3234), 341 (CR 3246), Milwaukee Road 2007 (nee 187), 2020 (nee 194) and 2042 (nee 169).

Several additional symbols have appeared on Amtrak passenger equipment to denote the car's "home" terminal. Among those spotted have been a blue capitol (Washington), a shamrock (Boston) and a Red Apple over an Amtrak arrow (New York).

In commuter rail news, The Virginia Rail Express had been projected to begin some service this October, operating from Manassas and Fredericksburg into Washington. The Manassas route will use the Norfolk Southern mainline and the Fredericksburg route the RF&P. Ten rebuilt locomotives are on order from Morrison-Knudsen, and 38 coaches (including ten cab cars) are on order from Brazil's Mafersa, under contract to Japan's Mitsui. Each line will begin service with three round trips, with a fourth to be started in 1992.

New Jersey, meanwhile, has identified some capital projects to be funded from toll revenues. The five near-future projects include a rail link to Newark Airport, the Allied Junction project, which entails construction of a station where Amtrak crosses the former Erie Lackawanna mainline in the Meadows, Kearny Junction, which will allow Morris & Essex trains to access Penn Station, signal improvements on the Northeast Corridor, and the waterfront connection which will allow Corridor commuter trains to operate to Hoboken. A long-range project is a northside line in Hudson and Bergen counties.

In transit items, St. Louis' new light rail line is well along in construction. Eventually, it will link the Airport and Berkeley in the Northwest to 9th & Missouri in East St. Louis, via downtown. There will be 14 stations, of which nine will be on former railroad right-of-way or below street level, three will be elevated and two in subway. Part of the route will follow the former Wabash line via Delmar Station and the trains will cross the Mississippi on the famed Eads bridge. Thirty-one cars, similar to Pittsburgh's, are on order from Siemens Energy & Automation.

Metro construction continues, meanwhile, in Washington, DC. Late this year, a 2.9-mile extension will open between L'Enfant Plaza and Anacostia in southeast Washington. Two years from now the eight-mile line from Fort Totten to Greenbelt, MD will open. At that point, 89 miles of system, serving 78 stations, will be in operation. The remaining sections, not yet contracted, include the Green Line from U Street to Fort Totten and the outer ends of several routes.

It was 35 years ago that the Pennsylvania Railroad's AeroTRAIN was operating between New York (later Philadelphia) and Pittsburgh. It's hard to believe that riders in this bus-like conveyance could still see some of the last Pennsy steam power in service.

At the same time, PRR introduced its new "ankle-view" train -- the Keystone. This Budd-built set of equipment featured a depressed center section which provided a new perspective at high-level platforms. The equipment was a more conservative approach to new technology and was yet compatible with existing cars. However, the Keystone did introduce head-end power to the U.S. on full-size (not Talgo or Train-X) equipment. Power came from HP53-class car #9600. The coaches, meanwhile were Class P85K #9601-9607. The 9600 had engines chugging away generating power, forecasting Amtrak's efforts on the first Amfleet trains. It also had a small meal preparation area, with the first two coaches having tables in one upper end section for serving.

The introduction of the Keystone set off the breakup of the Congressional and Senator all-streamlined consists. As I recall, these went to eight four-car coach couplets allowing additional people to have a chance at the new cars. The trains were then "filled out" with P70FBR coaches (1600-1700 series) which had high back walkover seats and modern Commonwealth trucks for a reasonable ride. Up front, meanwhile, the old five-stripe paint scheme on the locomotives was giving way to the wide single-stripe scheme. (Continued on Page 4)

## OUR TOURIST RAILROADS: LET'S GO FOR A RIDE THIS SUMMER!

We in the Philadelphia area have a valuable vacation and weekend resource close at hand. Our tourist rail industry offers a variety of steam, diesel and electrically-operated shortlines located within easy driving (or railing) distance. All run on weekends and many during the week through the summer. Here is a listing of some of these roads, together with location, telephone number, days of operation, first and last trips, type of power. (Some lines adjust schedules after Labor Day.)

- BALTIMORE STREETCAR MUSEUM, Baltimore, MD (301-547-0264). Saturdays, Sundays, Holidays  
12 Noon - 5 PM. Electric.
- BELLEFONTE HISTORICAL RAILROAD, Bellefonte, PA (814-355-0311). Saturdays, Sundays, Holidays,  
1-4 PM. Diesel (RDC).
- BLACK RIVER & WESTERN RAILROAD, Flemington/Ringoes, NJ (201-782-9600). Weekdays 12:30-4 PM;  
Saturdays, Sundays, Holidays 10:45 AM-5:30 PM. Diesel.
- BLUE MOUNTAIN & READING RAILROAD, Hamburg/ Temple, PA (215-562-4083 - Office; 215-921-1442 - Temple  
station). Daily 12 Noon-4 PM. Steam/diesel.
- EAST BROAD TOP RAILROAD (narrow gauge), Rockhill Furnace (Orbisonia), PA (814-447-3011). Saturdays,  
Sundays, Holidays 11 AM-4 PM. Steam.
- ENTERTRAINMENT LINE (MARYLAND MIDLAND RAILWAY), Union Bridge, MD (301-775-8724). Saturdays 12 Noon.  
Fridays and Sundays 5:30 PM (dinner train from Westminster). Diesel.
- GETTYSBURG RAILROAD, Gettysburg, PA (717-334-6932). Weekdays 11 AM-1 PM; Saturdays, Sundays,  
11 AM-3 PM. Steam/diesel.
- MIDDLETOWN & HUMMELSTOWN RAILROAD, Middletown, PA (717-944-4435). Saturdays, Sundays 1-4 PM.  
Diesel.
- NATIONAL CAPITAL TROLLEY MUSEUM, Wheaton, MD (301-384-6088). Wednesdays 12 Noon-4 PM; Weekends and  
Holidays 12 Noon-5 PM. Electric.
- NEW HOPE & IVYLAND RAIL ROAD, New Hope, PA (215-862-2332). Daily 10 AM-6 PM. Steam/diesel.
- PENN'S LANDING TROLLEY, Philadelphia, PA (215-627-0807). Thursdays through Sundays and Holidays  
11 AM-dusk. Electric.
- PINE CREEK RAILROAD (narrow gauge), Allaire State Park, Farmingdale, NJ (201-938-5524). Daily  
12 Noon-5 PM. Steam/diesel.
- RAIL TOURS (CARBON & SCHUYLKILL RAILROAD), Jim Thorpe, PA (717-325-4606). Saturdays, Sundays,  
Holidays 12 Noon-4 PM. Diesel.
- READING & NORTHERN, Port Clinton/West Leesport, PA (215-562-4083). Various dates. Steam/diesel.
- ROCKHILL TROLLEY MUSEUM, Rockhill Furnace (Orbisonia), PA (814-447-9576). Saturdays, Sundays,  
Holidays 11:30 AM-4:30 PM. Electric.
- STEWARTSTOWN RAILROAD, Stewartstown, PA (717-993-2936). Sundays, Holidays 1-3 PM. Diesel.
- STOURBRIDGE LINE (STOURBRIDGE RAILROAD), Honesdale, PA (717-253-1960). Various dates. Diesel.
- STEAMTOWN NATIONAL HISTORIC SITE, Scranton, PA (717-961-2033). Daily (yard tour) 9 AM-6 PM.  
Fridays through Sundays, Holidays (road train) 1 PM (beginning in July). Steam.
- STRASBURG RAIL ROAD, Strasburg, PA (717-687-7522). Mondays through Saturdays 10 AM-7 PM;  
Sundays 12 Noon-7 PM. Steam.
- TIOGA CENTRAL RAILROAD, Owego/Flemingville, NY (607-687-0990). Saturdays 9 AM-7 PM; Sundays,  
Holidays 1-4 PM. Diesel.
- WANAMAKER, KEMPTON & SOUTHERN RAILROAD, Kempton, PA (215-756-6469). Saturdays 1-4 PM; Sundays,  
Holidays 1-5 PM. Steam/diesel.
- WESTERN MARYLAND SCENIC RAILROAD, Cumberland, MD (800-872-4650). Tuesdays through Fridays 11:30 AM;  
Weekends and Holidays 11:30 AM-3:30 PM. Diesel.
- WEST SHORE RAILROAD, Lewisburg (Delta Place), PA (717-524-4337). Tuesdays through Saturdays  
11:30 AM-2 PM; Sundays 1-4 PM; Wednesdays 6:30 PM (dinner train).
- WILMINGTON & WESTERN RAILROAD, Marshallton (Greenbank), DE (302-998-1930). Saturdays 12 Noon-  
2:30 PM; Sundays, Holidays 12:30-3:30 PM.

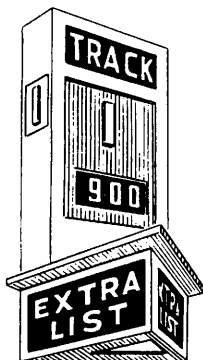
---

### ON THE SCENE (Continued from Page 3)

The summer of 1991 marks the 25th anniversary of the final summer for locomotive-hauled trains on Pennsylvania-Reading Seashore Lines to Ocean City, Wildwood and Cape May. Service out of Camden had ended in January to permit construction of the new PATCO line along the former PRSL right-of-way. During that summer, three trains ran daily plus two extras down Fridays and one less down Sunday morning. PRSL's Budd RDC's protected the traditional commuter trains 1050, 1052, 1061 and 1063. Monday-Friday trains 1057 and 1062 drew a Baldwin road-switcher and two coaches. On Fridays, two additional evening trains left 30th Street at 5:45 and 7:35 PM. The equipment off the first extra train came back with regularly scheduled train 1062. The cars off the 7:35 PM train were held at Wildwood and Ocean City while the locomotive deadheaded back to Pavonia yard.

Saturdays, an RDC set made a morning round-trip from the Shore to Philadelphia. Then, two locomotive-hauled round trips left 30th Street at 9:35 AM and 12:35 PM and returned from Wildwood at 3:50 PM and 8:20 PM. On Sundays, two trains went to the Shore with diesels in the morning, but three returned in the evening. The equipment out of Wildwood at 2:25 PM deadheaded back to Wildwood for a later train. Ocean City had an extra coach laying over since Friday night which covered the extra move from there.

This was the last summer for this arrangement, which must have been outrageously expensive. Each train generally had only one car each for Wildwood and Ocean City, and yet required two locomotives and full crews. The 1967 season featured an all-RDC service on a reduced schedule. No longer would an S12 go galloping across the meadows bound for Tuckahoe.



JUNE 16, 1991: Tamaqua Summer Fest steam excursion on Reading & Northern Railroad from Port Clinton to Tamaqua, PA and return, with special activities in Tamaqua. For information and tickets, telephone 215-562-4083 (credit card customers call 800-345-7215).

JUNE 22: Rare mileage excursion over Morristown & Erie's Dover & Rockaway, High Bridge and Chester branches, sponsored by Tri-State Chapter NRHS. Train will be hauled by M&E diesel and consist of privately-owned cars Mountain View, Imperial Sands, Morris County, Jersey Shore and business car Blue Ridge. Train leaves NJ Transit station, Morristown, NJ at 10 AM, Denville at 10:10 AM and Dover at 10:20 AM, returning by 4 PM. Fares: \$45 per person in lounge cars (box lunch \$6 additional), \$159 for deluxe accommodations in Blue Ridge. This excursion postponed from May 18. Order tickets from: Tri-State Railway Historical Society, P. O. Box 1217, Morristown, NJ 07962-1217, enclosing stamped, self-addressed envelope.

JUNE 22-30: Centennial celebration of steam passenger service to New Hope, PA, sponsored by New Hope & Ivyland Rail Road. Steam-powered excursions featuring newly-rebuilt 2-8-0 #40 and ex-Reading coaches will be operated between New Hope and Lahaska, plus festivities in New Hope depot area. Official ribbon-cutting ceremony on Saturday, June 22. For information, telephone 215-862-2332.

JULY 13: Annual Canal Festival at Hugh Moore Park, Easton, PA, including canal boat rides, arts & crafts show and folklife festival, from 10 AM to 6 PM. Picnic and playground facilities available. For information, contact sponsoring Hugh Moore Historical Park & Museums, P. O. Box 877, Easton, PA 18044-0877 (telephone 215-250-6700).

AUGUST 7-10: NRHS national convention at Huntington, WV, sponsored by Collis P. Huntington Chapter, featuring excursions with Norfolk & Western 4-8-4 #611, ex-Nickel Plate 2-8-4 #765, ex-Pere Marquette 2-8-4 #1225 and CSX F-unit diesels. Complete brochure and order form has been mailed to all members. For information, contact: Collis P. Huntington Chapter NRHS, P. O. Box 148, Kenova, WV 25530 (telephone 304-522-6140).

SEPTEMBER 13-15: Photographers' Weekend at Steamtown National Historic Site, Scranton, PA. Details to be announced.

SEPTEMBER 14: Chartered bus trip to Gettysburg, PA to ride steam-powered excursion on Gettysburg Railroad from Gettysburg to Mt. Holly Springs, PA and return, sponsored by Delaware Valley Chapter NRHS. Bus leaves SEPTA lot, Yardley, PA, at 6 AM and Oreland, PA SEPTA station at 6:50 AM. Fares: \$25 for members (\$20 for children under 12 with a member). Order tickets from: Tom Hychalk, 337 Stockham Avenue, Morrisville, PA 19067, making checks payable to "Delaware Valley Chapter NRHS."

SEPTEMBER 15: 16th annual Train Meet at National Guard Armory, Lewisburg, PA, sponsored by Central Pennsylvania Chapter NRHS. Hours: 9 AM to 4 PM. Admission: \$2.50 per person (children under 12 free). Tables for vendors available at \$12 each (maximum seven per person). Contact: Jack Hazlinsky, 105 Pawling Lane, Lewisburg, PA 17837 (telephone 717-524-9154).

SEPTEMBER 20-22: 3rd annual National Railway Preservation Symposium sponsored by Railroad Museum of Pennsylvania, Strasburg. The theme will be "Preservation and the Small Museum: Professionalism on a Budget." Registration fee of \$150 per person will include all meals, tours, materials and a train ride. For information, write: Symposium, Railroad Museum of Pennsylvania, P. O. Box 15, Strasburg, PA 17579.

SEPTEMBER 21-22: Eastern Region NRHS mini-convention in Harrisburg, PA area, hosted by Harrisburg Chapter. Seminars, banquet and rail tours are planned. Details to be announced.

SEPTEMBER 22: 6th annual Railroad Show & Collectors Market at Zembo Temple, 3rd & Division Streets, Harrisburg, PA, sponsored by Harrisburg Chapter NRHS. More than 11,000 square feet of railroadians and model railroad items will be available from 9 AM to 4 PM. Admission: \$3 per person (children under 12 free). For information, contact Harrisburg Chapter NRHS, P. O. Box 3423, Shiremanstown, PA 17011.

SEPTEMBER 28: 11th annual Hoboken Terminal Festival at former Lackawanna terminal, Hoboken, NJ, 11 AM to 5 PM, sponsored by NJ Transit. Locomotive and equipment displays, plus railroadians and food sales will be featured. Admission free.

SEPTEMBER 29: Railroadians and Model Railroad Show & Sale at Dieruff Senior High School, Irving Street, Allentown, PA, sponsored by Lehigh Valley Chapter NRHS. Hours: 10 AM to 4 PM. Admission: \$3 per person, \$5 for entire family. Vendor tables are available at \$23 each. Contact: Paul A. Kuehner, P. O. Box 300, Laurys Station, PA 18059 (telephone 215-799-2530).

---

## NEW CHAPTER IN POCONOS ADMITTED TO NRHS

The new Pocono Mountains Chapter at Cresco, PA was granted an NRHS charter at the spring meeting of NRHS directors held May 5 in Bethlehem. In addition, the Wilmington Chapter was awarded the directors meeting for the fall of 1993. The Chapter's national director, Steve Barry, also serves as Eastern Region vice president of NRHS.

At the Bethlehem meeting a proposal was introduced to raise regular and associate dues by \$2 per year. If this increase is approved at the meeting to be held in Huntington, WV in August, the annual dues of Philadelphia Chapter would increase from \$23 to \$25 per person.

# PHILADELPHIA



## FRANK G. TATNALL, JR.

SEPTA is not discriminating against City Transit Division riders in favor of more affluent suburban rail commuters, the Third U.S. Circuit Court of Appeals ruled here last month. The 2-1 verdict supported SEPTA's right to make a business decision in allocating its Federal money among various services on the basis of market conditions rather than solely on ridership. The case arose from a 1988 lawsuit filed by the Committee for a Better North Philadelphia. SEPTA argued that the average fare on City Transit is \$1.27 versus \$2.75 on the Regional Rail system, and that further railroad fare increases would drive off more passengers and lead to a decline in revenues.



The State last month announced a \$46.6-million capital grant to help SEPTA pay for the replacement or rebuilding of 25 bridges along the old Reading route in North Philadelphia. Beginning next April, this project will shut down that segment of railroad for two seasons, forcing R2, R3 and R5 passengers to transfer to and from the Broad Street subway at the new Fern Rock Transportation Center, now nearing completion.....Uncle Sam will contribute \$3.3 million to the proposed University City station near the Civic Center in West Philadelphia. An estimated 1,500 daily passengers are expected to use the new station, to be served by Routes R1, R2 and R3.

The proposed revival of rail service to Newtown may have received a boost last month when Paul Bartle, longtime chairman of Montgomery County Commissioners, and his running mate Floriana Bloss were soundly defeated in the Republican primary election on May 21. Bartle has been an outspoken foe of reopening the line, favoring instead its conversion into a hiking and biking path. Observers believe that successful G.O.P. Candidates Jon Fox and Mario Mele will be more inclined to go along with restoration of train service on the 15.2-mile line--only about six miles of which are in Montgomery County. Andrew Warren, the Republican chairman of the Bucks County Commissioners, has long been an enthusiastic advocate of the rail option as a means of serving the fast-growing population in that area of the county. SEPTA recently estimated that it would cost \$19.2 million to electrify the line north of Fox Chase and start a bare-bones rail operation. Also, independent proposals for a light rail service have been advanced.....Commissioner Bloss, who was named last year to represent Montgomery County on SEPTA's board, reportedly rejected her board member's courtesy pass, good for transportation on all SEPTA lines.

SEPTA has resumed dispatching control over its five interlockings in the Norristown area, which had been relinquished to CONRAIL when old "Norris" tower was closed last September. The five junctions are now controlled by the SEPTA operator at "Wayne" tower.....Speaking of interlockings, we erred in last month's column by referring to "North Ore" and "South Ambler" on SEPTA's Mainline as interlockings. In reality, they are non-interlocked trailing-point crossovers.....SEPTA is still paying AMTRAK to staff "Baldwin" tower in Eddystone for one trick each weekday, even though only two trains (#0206 and 0214) use the interlocking to turn back at Crum Lynne. SEPTA's plan to rebuild Baldwin station thus far has come to naught, but if "Baldwin" tower is closed Amtrak would no doubt remove the switches because they are not wired in to the CETC center in Philadelphia.

The Bombardier push-pull trains in April were removed from the West Trenton assignment because their cab cars are not equipped with CONRAIL's Channel 2 radio frequency. (SEPTA operates over 11 miles of Conrail-owned track between Neshaminy and West Trenton.) Meanwhile the push-pull set has been running on Paoli trains 9530-9557.....AMTRAK has diverted most of its Harrisburg-bound trains from #4 to #2 track between "Zoo" and "Overbrook" in West Philadelphia. This leaves SEPTA as the prime user of the 52nd Street jumpover bridge on #4 as Amtrak trains operate on #2 track which is signaled in both directions.....SEPTA has removed the wooden shelter on the westbound side at Rosemont station, after vandals damaged it in April.....During May's record-setting heat wave--the mercury topped 90 degrees on 12 days last month--SEPTA invoked its Rule 1156-A1 requiring that trains not exceed 50 mph in plus-90-degree weather.

SEPTA next month inaugurates a new policy of allowing passengers to carry bicycles on weekday off-peak trains and all day on weekends. The service is designed to encourage city dwellers to use the railroad to reach suburban biking areas.....Those eight St. Louis cars adorned with yellow trim for Airport service are operating in pairs during the week on Route R1, but are infrequently seen on weekends when the Airport Line through-routes to Norristown or Glenside. The distinctive cars sometimes appear on other routes, as on Fox Chase train #844 May 24.....Doylestown express #6596 on May 16 struck and seriously injured a woman crossing the tracks at Glenside station. She had just alighted from preceding Warminster train #6234.

SEPTA last month released "A Vision of the Future," a 28-page booklet detailing its plans for rebuilding and expansion through the year 2010. The book contains a fold-out color map of the five-county SEPTA region showing present and proposed transit routes--including the much-discussed Cross County Metro which would be built on CONRAIL right-of-way between Morrisville and Downingtown. The document makes clear that the Metro is to be

## PHILADELPHIA EXPRESS (Continued from Page 6)

viewed as a light-rail line "modeled on SEPTA's Norristown High Speed Line," providing "frequent service with connections to Regional Rail and transit lines and suburban residential and employment centers." There is a possibility of building it as a heavy-rail line, however.



SEPTA continues its life-or-death search for increased funding to stay alive another year, as well as to address the deepening crisis of a physical plant in advanced stages of decay. In Harrisburg a Philadelphia legislator introduced a bill to assess the six-percent State sales tax on gasoline sales, raising \$370 million for highway repairs, and to divert up to \$400 million from the existing sales tax on new automobiles for transit capital needs. SEPTA would receive about \$270 million in added funds each year from this plan, and the tax would respond to a Federal law requiring Pennsylvania to enact a "dedicated funding source" for transit by October 1 or risk losing 25 percent of its Federal highway dollars. (The Legislature, however, has another escape clause which allows it merely to pass a resolution stating that the lack of a dedicated source will not jeopardize the safety of State transit systems.) Meanwhile, a group of House Republicans announced a plan for \$1.6 billion in spending cuts and asset sales to meet the State's current budget crisis without the huge tax increases proposed by Governor Casey. The G.O.P. plan includes a \$16.3-million reduction in aid to SEPTA.....Business interests are running a half-million-dollar television and radio ad campaign to gain public support for a State-funded rescue of SEPTA.

SEPTA also turned to another strategy: getting blood from a stone. Last month the Authority asked for more than a 50-percent increase in its subsidy for Fiscal Year 1992 from the City of Philadelphia, which itself is reeling from a massive budget deficit. The proposed increase from \$45 million to \$68 million for SEPTA in the year beginning this July 1 was later denied by City Council, which approved a shaky \$2.3-billion budget that includes a one-percent sales tax not yet authorized by the State. Council is also depending upon the borrowing capacity of a yet-to-be-created State authority which would oversee City finances.....Meanwhile in Washington, Senator Daniel P. Moynihan of New York, chairman of a powerful transportation subcommittee, shocked the highway lobby with his proposal for this year's highway and transit reauthorization. Moynihan's bill (S.965) would allow state and local governments to shift up to half of their Federal highway money to transit projects, with transit to enjoy the same 80-percent Federal funding share as highways. The Administration is expected to oppose the bill because it omits the expanded "National Highway System" proposed earlier this year by President Bush. The American Association of State Highway & Transportation Officials, meanwhile, called Moynihan's bill "flexibility run amok." Senators Arlen Specter of Pennsylvania and Alphonse D'Amato have introduced separate legislation to greatly increase Federal spending for transit (NARP).

An independent study released last month reveals in stark terms what a shutdown or shrinkage of SEPTA operations would mean to the regional economy. The report, prepared by the Pennsylvania Economy League and a group of consultants for the Delaware Valley Regional Planning Commission, supports the doomsday scenario that SEPTA management has been preaching for years. An Inquirer news story said that the report concluded an immediate shutdown of SEPTA would cost businesses up to \$15 billion a year and there would be 170,000 fewer jobs in the region. A more efficient SEPTA, on the other hand, would return \$9 to the economy for every \$1 spent on rehabilitating the system.

SEPTA's long-delayed N5 car #451 arrived at the Victory Avenue bus garage in Upper Darby at 8 PM May 22, after a two-day trip by lowboy highway trailer from the ABB shop in Elmira, NY. The car was unloaded onto the adjacent track of the Norristown High Speed Line by means of two large cranes the next afternoon. It was fitted with third rail shoes and after some contact problems the cars moved into the #3 bay of the 72nd Street rail shop, where it remained for several days. The next step was to be an early morning clearance run to Norristown and return, followed by further checks in preparation for a possible display during the American Public Transit Association's rail rapid transit conference in Philadelphia beginning June 9. Other field trips for the conferees, who will be based at the Wyndham Hotel, include the historic cars on the Broad Street subway, the subway-surface lines, PATCO's Lindenwold shop and Atlantic City via NJ TRANSIT.

The Urban Mass Transportation Administration has been getting some unwanted publicity about the junketing of its top officials, led by UMTA Administrator Brian W. Clymer of Delaware County. On May 2 the Inquirer reported that Clymer and two others spent several days in Hawaii where they enjoyed luxury resort accommodations courtesy of State officials who are lobbying for \$360 million in Federal mass transit aid. Then, on June 1 the Inquirer revealed that Clymer was one of 105 UMTA staffers who flew to Orlando's Walt Disney World to throw a lavish \$285,000 convention for transit industry officials and suppliers. The get-together raised eyebrows because of the fiscal austerity which reportedly has been imposed on Federal agencies. There was no report of whether or not anyone from SEPTA attended the Orlando meeting.

SEPTA PCC #2728 is still sporting the headlight wings which were applied several years ago when the car became the 100th completed in a general overhaul program. The special logos from that occasion, however, have been removed.....PCC #2730 has been repainted in a modified SEPTA scheme.....Next year will mark the 100th anniversary of electric traction on the streets of Philadelphia. There's no word on whether SEPTA will celebrate the occasion.....The annual meeting of the Association of Railway Museums will visit Philadelphia September 16-17 for possible excursions on SEPTA and the Penn's Landing Trolley.

Owl service on the Broad Street subway and Market-Frankford Line is to end June 15, with substitute buses running at 15-minute intervals during the early morning hours.....New express tracks have been completed in the subway between Olney and Erie Avenue, but signal installation is delaying their use.....SEPTA is working on a new type of card to be used for the DayPass one-day ticket, which will allow unlimited riding

## PHILADELPHIA EXPRESS (Continued from Page 7)

on the City Transit Division as well as a one-way passage on the RI Airport rail line.....SEPTA is still looking for up to 250,000 square feet of office space to replace various leases which expire beginning next month.....Historic Broad Street cars #1, 166 and 1025, dating from 1927, 1938 and 1936 respectively, have been restored to operating condition for this month's APTA conference (see above).

By 1995 new Environmental Protection Agency rules will require businesses in cities with poor air quality--including Philadelphia--to discourage their employees from driving to work by cutting back on subsidized parking and other means, the Kiplinger Washington Letter reports. In a related matter, the IRS will soon approve higher tax-free subsidies from employers to workers using public transit. The current limit of \$15 per month will rise to \$21.....Governor Casey has appointed Democrat Harris Wofford, 65, the former president of Bryn Mawr College, as U.S. Senator to fill the seat of Republican John Heinz who was killed in an April airplane accident over Lower Merion Township, Montgomery County. Wofford will run for election in November to retain the seat.



Steady progress in the \$75-million restoration of 30th Street Station is being made, with most of the exterior landscaping and lighting now completed and the new 400-space underground parking garage open for business. One backward step, however, is the permanent sealing up of the passageway which connected the railroad station to SEPTA's 30th Street subway station.....A new ticket office building on the westbound side of North Philadelphia station is due to open June 14, but some of its glass bricks have already been smashed by local citizens. The concourse and platforms of the station itself remain in deplorable condition, with graffiti covering the passageways.....This month marks the tenth anniversary of the NRHS "Farewell to the GG1" excursion of June 6, 1981. Hauled by tuscan-red #4877 and sister #4876 (veteran of the 1953 crash at Washington Union Station), the special carried 1,029 passengers on a triangular route from Harrisburg to Philadelphia to Harrisburg and back to Philadelphia.

AMTRAK gave low-key recognition to its 20th birthday on May 1. One event was a speech by President W. Graham Clayton, Jr. that day before the National Press Club in Washington. He pointed out that in 1970, the year before Amtrak's startup, 27 privately-owned railroads in the U.S. ran up about 4.9 billion passenger miles at an operating loss of \$450 million--or in today's dollars nearly \$1.5 billion! Twenty years later, Amtrak is carrying over 22 million intercity passengers some 6.1 billion passenger miles each year--nearly 25 percent more revenue passenger miles than the private roads rolled up in 1970--and doing it at an operating loss of less than \$350 million. He emphasized that Amtrak's goal is to achieve a break-even operation by the year 2000, ending government operating subsidies.....In an interview with the Washington Post, Clayton said he hoped that AMTRAK would also be able to supply all of its own capital funding by 2010. When asked if he had any plans to retire, the 79-year-old Clayton replied that he would step down "in due course".....Trains Magazine for June is a special all-AMTRAK issue commemorating the railroad's 20th anniversary.

All Aboard AMTRAK is the title of the 176-page all-color book which Railpace will publish on the occasion of Amtrak's 20th anniversary. Written by former Passenger Train Journal Editor Mike Schafer, the hardcover book will contain text, rosters and many photos detailing Amtrak's amazing growth since its lack-luster beginnings in 1971. There is a special pre-publication offer of \$41.95 postpaid if ordered by August 1, saving \$8 off the list price. Order from: Railpace, P. O. Box 927, Piscataway, NJ 08855-0927. Visa and Master Card are accepted by phoning 908-752-6355.....AMTRAK is offering special anniversary All Aboard America fares until June 30. The non-refundable coach fares are \$138 for one region, \$188 for two adjacent regions and \$228 for all three regions and children two to 15 can travel for half fare. Three stopovers are permitted but tickets are good only in coaches (Amtrak Newsbreak).

Although the one-day freight railroad strike is now history (see May Cinders), AMTRAK is having labor troubles of its own. Most unionized employees have been working for up to three years without a new contract--and thus with no pay increases--as negotiations center on wages and Amtrak's demands for work-rule changes. This delay has led to isolated picketing at some Amtrak facilities. A Congressional subcommittee was to hold a hearing May 22 on the situation, and will also probe charges that some safety rules are not being enforced. Employees cannot legally strike because the dispute has not yet gone through all of the steps required by the Railway Labor Act.....The Daily News reported on May 15 that there is unrest among rank-and-file AMTRAK workers because of an early retirement package recently offered to management personnel. Amtrak has said that it will cut its management ranks by ten percent this spring.

AMTRAK's one-of-a-kind conference-club-cab car #9800 has been running head-out on New York-Washington Metroliner express #203 on weekday mornings, returning on the rear of #218 in the afternoon. Its appearance has not been regular, however, because of frequent shop trips for adjustments.....The separate train which American European Express runs to and from New York on weekends has recently been averaging nine to ten cars, including rebuilt ex-New York Central observation car New York. Southbound to Washington on Sundays, the train carries the number 811 and is hauled by a single AEM-7. It is scheduled out of 30th Street at 10:31 AM. ....Those AMTRAK Superliner cars spotted recently in the Philadelphia-Allentown area are enroute via CONRAIL to Chicago, after Delaware Car Company in Wilmington installed experimental waste retention systems.

MARC AEM-7 electric unit #4900 has been seen running on AMTRAK in the Philadelphia area, recently leading train #615 to Harrisburg on May 29.....AMTRAK participated in the annual Transportation Day celebration May 11 at Wilmington station, placing conference car #9800 on display. WILMINGTON & WESTERN again furnished a train for the public to walk through and SEPTA operated short trips out of the station.....



## PHILADELPHIA EXPRESS (Continued from Page 8)

AMTRAK train 617 and several SEPTA push-pull trains were delayed on the afternoon of May 20 when a rail buckled west of Gap, PA. It's unlikely this was a heat kink because the high temperature that day was only in the mid-70's.....AMTRAK this summer will begin testing its three new "Mark V" RoadRailer vehicles designed for hauling U.S. Mail. The hybrid trailers will be handled on the rear of train #29 from Washington to Chicago, once high-speed tests on the Northeast Corridor are completed.

AMTRAK has suspended two employees without pay from their jobs at Ivy City engine terminal in Washington, after they allegedly failed to open brake valves on the three E60 locomotives involved in the April 12 collision near Chase, MD (see May Cinders). The three heavy electrics were being towed northward by F40 diesel #390, and slid into a CONRAIL coal train when their brakes failed to apply. The National Transportation Safety Board and Amtrak are investigating the accident (Narragansett Newsletter).

AMTRAK has begun work on extending its Centralized Electrification & Traffic Control (CETC) system from Philadelphia to Newark, NJ, with completion targeted for 1994. The \$60-million extension will put virtually all of the New York-Washington Corridor under central control and allow the closure of most remaining towers. The CETC center in 30th Street Station will control trains and electric power between Morrisville and Washington and the segment from Trenton east will be run from a smaller center in New York (Newsbreak).....AMTRAK will lease property to Bell Atlantic Mobile Systems for the installation of cellular telephone towers along the Corridor between Trenton and Washington. The new facilities will improve Railfone cellular service already available on many trains (Newsbreak).....AMTRAK has offered for sale 12 Budd stainless steel coaches built as Pennsy roomette cars in 1949 and later converted to coaches. They were last used in Michigan commuter service.....Rail Travel News points out that the only AMTRAK board member to have served since the railroad's inception in 1971 is Charles Luna, a former rail union leader.

AMTRAK's current system timetable (Form T-1), with its color cover showing a turbotrain passing under New York's George Washington bridge, was printed in a limited edition of 300,000 copies and is relatively hard to find. Most copies seem to have been distributed to travel agents and sales offices. Form T-2, the national timetable more cheaply printed in green and black (900,000 copies) shows all service outside the Northeast, and Form T-3 is the northeast issue published in blue (900,000 copies). Amtrak seemingly intends that most passengers rely on a series of panel timetables devoted to individual long-distance trains and card schedules for Corridor service. An unfortunate error in card Forms W2, W3 and W10 shows the schedules reversed on each side; for example the card labeled in red "New York to Philadelphia Southbound" actually shows Washington to New York northbound service. No doubt Amtrak's timetable mavens are not pleased, but as of late May the cards were still being distributed.



President Bush appointed a three-man special board to resolve the remaining issues in the rail labor dispute which caused the one-day nationwide strike on April 17 (see May Cinders). The law passed by Congress to end the strike mandated that the panel's final decision--binding on both management and the unions--be issued in 65 days, which would mean July 31.....CONRAIL last month closed its Reading car shop and transferred maintenance of the office car fleet to Altoona. Several of the cars were moved to Altoona in freight train ALPI, while four others were used on a special run May 14 on the rear of AMTRAK train 43 to Pittsburgh, returning to Altoona in train 42 the next day. The three E8A locomotives, however, have not been relocated to Altoona and two will see action this month on a company special. With closure of Reading shop a century and a half of tradition ends in the Reading Company's home city.....CONRAIL in April retired a total of 306 locomotives, including all remaining GP8's, GP30's, GP40's, U23B's, U36B's, SW7's and SW8's, in addition to five of the 1977-vintage C30-7's. The fleet is reduced to 1,971 units as shown in the roster elsewhere in this issue.....All but five of CONRAIL's 50 new widenose "Quality" C40-8W locomotives were delivered by General Electric prior to May 1. Units with the new consolidated display monitors in the cab are still to come.

CONRAIL changed the radio frequency on its Harrisburg Line from channel 2 (161.07) to channel 1 (160.80) between "CP Rock" interlocking near West Manayunk and "CP Phoenix" at Phoenixville, effective May 28. Channel 1 is also used on the Harrisburg Division between Phoenixville and Harrisburg.....The new signaling system on the Morrisville Line single track between Langhorne and Plymouth Meeting (22 miles) relies on cab signals alone, with all wayside signals removed between the interlockings.....The 47-car Ringling Brothers and Barnum & Bailey Red Unit circus train traveled from Hershey to South Philadelphia via CONRAIL on Memorial Day, May 27, arriving about 12:45 PM. The train was weighed on the Abrams electronic scale at the request of the circus.....The James E. Strates carnival train is due through Philadelphia on June 16 via CSX-CONRAIL enroute to New Haven, CT. The 50-car train will move from New England to the Delaware State Fair at Harrington on July 7 via North Jersey, Allentown and Harrisburg, leaving Harrington July 28 for Elmira, NY via Harrisburg and Allentown.....CONRAIL's Juniata shop in Altoona has repainted SD50 #6707 with a huge yellow ribbon on its sides and the message "We Support Our Troops" (Pat Purcell).

CONRAIL announced last month that it will keep Pier 124 in South Philadelphia open until November 15, mainly to handle exports of anthracite coal from upstate Pennsylvania. Bituminous coal shipments will be rerouted to Baltimore beginning this month, in line with a previous announcement that CR intends to consolidate its coal handlings at the more efficient Baltimore facility where ground storage allows quick release of the cars. The Inquirer reported that about 500,000 tons of anthracite and 2.5 million tons of bituminous were handled over Pier 124 in 1990. The 62-year-old facility was overhauled in the 1980's at a cost of \$50 million, some of it advanced by the State.....Bethlehem Steel said last month that it may continue steelmaking at its Bethlehem works, rather than phasing out the "hot side" at its home mill as announced in January. New equipment would be installed at Bethlehem to continue a 100-year-old tradition of making steel there.

(Continued on Page 10)

# Conrail Locomotive Roster

(Corrected to May 15, 1991)

ROAD NUMBERS	MODEL	BUILDER	YEAR BUILT	HORSEPOWER	WHEEL ARRANGEMENT	TOTAL UNITS
*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
2251 - 2394	GP35, 35M	EMD	1963-65	2500/2250	B-B	44
2800 - 2816	B23-7	GE	1977	2250	B-B	17
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	ATA-ATA	3
5000 - 5059	B36-7	GE	1983	3700	B-B	58
5060 - 5089	B40-8	GE	1988	4000	B-B	30
6000 - 6021	C39-8	GE	1986	3900	C-C	22
6025 - 6049	C40-8	GE	1989	4000	C-C	25
**6050 - 6149	C40-8W	GE	1990-91	4000	C-C	100
6241 - 6357	SD40	EMD	1966-71	3000	C-C	85
6358 - 6524	SD40-2	EMD	1977-79	3000	C-C	165
6550 - 6599	C30-7A	GE	1984	3000	C-C	50
6605 - 6609	C30-7	GE	1977	3000	C-C	5
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
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
8632 - 8720	SW900	EMD	1955-63	900	B-B	15
8922 - 9140	SW9	EMD	1951-53	1200	B-B	19
9315 - 9381	SW1200	EMD	1956-63	1200	B-B	51
9400 - 9424	SW1001	EMD	1973	1000	B-B	25
9500 - 9620	SW1500	EMD	1966-73	1500	B-B	116
TOTAL CONRAIL UNITS						1971

**NOTES:**

- Certain number blocks are not complete
- Approximately 225 of above units are stored
- \* - Slug units converted by CR, GE
- \*\* - Widenose units

**BUILDER ABBREVIATIONS:**

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

**SOURCE:**

Conrail

## PHILADELPHIA EXPRESS (Continued from Page 9)

NJ TRANSIT will run baseball specials this season from Atlantic City to three Phillies games at Veterans Stadium, Philadelphia. Scheduled for June 16, July 7 and September 15, the push-pull trains will leave A.C. at 10 AM, making several station stops before arriving at CONRAIL's South Philadelphia yard about 12:15 PM. ....Jersey Central Chapter News reports that NJT has leased CONRAIL GP40's #3179, 3204 and 3209 for work train service. They are among the units recently retired by Conrail.....NJT's Fiscal 1992 capital program will total \$444 million, part of which will help build a new CETC signal system on AMTRAK's mainline between Trenton and New York (News).....NJT has begun construction of a low-level platform on the eastbound side of Trenton station.

**Shortline Notes.** In spite of what has appeared in numerous publications, the new READING, BLUE MOUNTAIN & NORTHERN has not changed its name. Owner Andrew Muller says that "Reading & Northern" is used simply for promotional purposes.....BLACK RIVER & WESTERN last month opened its new passenger loading platform at Flemington, NJ opposite the Feed Mill Plaza and a few hundred yards south of the old station.



CONSOLIDATED RAIL CORPORATION  
Philadelphia/Harrisburg Divisions



THROUGH FREIGHT TRAIN SERVICE - WESTBOUND  
(Corrected to May 20, 1991)

TRAIN Frequency	MAIL-3 Ex SU-MO	MAIL-3 SU-MO	MAIL-9 ExSU-MO	MAIL-9 SU-MO	TV-1 Daily	TV-3 TU-WE-TH-FR	TV-3 MO	TV-11 Ex SA	TV-11 SA	TV-233 Ex SU-MO	ALCA Daily	ALCS Daily	ALEN Daily	ALPG Daily	ALPI-A Daily
NORTH BERGEN, NJ...Lv	0700	0730	.....	0700	.....	1900	1900	2345	2100	0500	.....	.....	.....	.....	.....
KEARNY.....Lv	.....	.....	.....	.....	.....	1900	1900	2345	2100	0500	.....	.....	.....	.....	.....
OAK ISLAND.....Lv	.....	.....	.....	.....	.....	.....	.....	0100	2215	0630	.....	.....	.....	.....	.....
MANVILLE.....Ps	0815	0845	.....	0815	.....	2025	2025	0230	0035	.....	.....	.....	.....	.....	.....
ALLENTOWN, PA.....Ar	.....	.....	.....	.....	.....	.....	.....	0315	0120	.....	2100	1430	1700	2230	0700
ALLENTOWN.....Lv	.....	.....	.....	.....	.....	.....	.....	0430	0200	0845	2200	1515	1800	2315	0745
ALBURTIS.....Ps	1010	1040	.....	1010	.....	2330	via Trenton	see Note 1	see Note 1	see Note 2	.....	.....	.....	.....	.....
STONEY CREEK.....Lv	.....	.....	.....	.....	.....	.....	to Phila	.....	.....	.....	.....	.....	.....	.....	.....
PHILA (Park Jct.)...Ps	.....	.....	.....	.....	.....	.....	via Morrisville	.....	.....	.....	.....	.....	.....	.....	.....
MORRISVILLE.....Lv	.....	.....	0630	.....	2200	.....	via Morrisville	.....	.....	.....	.....	.....	.....	.....	.....
CAMDEN, NJ.....Lv	.....	.....	.....	.....	.....	.....	via Morrisville	.....	.....	.....	.....	.....	.....	.....	.....
SOUTH PHILA.....Lv	.....	.....	.....	.....	.....	.....	Line	.....	.....	.....	.....	.....	.....	.....	.....
PHILA (Zoo).....Ps	.....	.....	.....	.....	.....	.....	Line	2330	.....	.....	.....	.....	.....	.....	.....
PHILA (Belmont)....Ps	.....	.....	.....	.....	.....	.....	Line	.....	.....	.....	.....	.....	.....	.....	.....
WEST FALLS.....Lv	.....	.....	.....	.....	.....	.....	Line	0001	0615	0325	.....	.....	2015	.....	0915
ABRAMS.....Lv	.....	.....	0755	.....	2340	.....	.....	0125	0630	0340	1000	2330	1630	0045	0930
PHOENIX.....Ps	.....	.....	.....	.....	.....	.....	.....	0125	0630	0340	1000	2330	1630	0045	0930
READING.....Lv	.....	.....	.....	.....	.....	.....	.....	0115	0615	0325	.....	.....	2015	.....	0915
WEST READING.....Ps	1110	1130	0905	1105	0100	0125	.....	0125	0630	0340	1000	2330	1630	0045	0930
ENOLA.....Lv	.....	.....	.....	.....	.....	.....	.....	0125	0630	0340	1000	2330	1630	0045	0930
HARRISBURG.....Ar	1235*	1250*	1045*	1220*	0240*	0255*	.....	0255*	0815*	0545*	.....	.....	0115	.....	1330*
ENOLA.....Ar	to	to	to	to	to	to	.....	to	to	to	.....	.....	0245	.....	to
HAGERSTOWN, MD....Ar	E. St. Louis	E. St. Louis	Chicago	Chicago	Chicago	E. St. Louis	.....	E. St. Louis	Chicago	Chicago	1430* to NS	.....	.....	.....	Conway

TRAIN Frequency	ALPI-B As Req	ALSR Daily	CAAL-A Ex MO	CAAL-B Ex SU	CSAL Daily	ENRO Daily	MOEN Daily	OIAL As Req	OIAS ExSU	OICG Daily	OIEL ExSU-MO	OIEN Dly Ex	OIPI Ex SU-MO	PGAL Dly	SCPI ExSU-MO	SEAL Daily from Selkirk
NORTH BERGEN, NJ...Lv	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2350
KEARNY.....Lv	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	0100*
OAK ISLAND.....Lv	.....	.....	.....	.....	.....	.....	.....	0800	2359	0930	2200	1000	1900	.....	.....	.....
MANVILLE.....Ps	.....	.....	.....	.....	.....	.....	.....	1015	0130	1130	2300	1145	2030	.....	.....	0300
ALLENTOWN, PA.....Ar	.....	.....	.....	.....	.....	.....	.....	1115	0445	1330	0145	.....	.....	.....	.....	0700
ALLENTOWN.....Lv	1900	1100	.....	.....	.....	.....	.....	.....	0545	1500	0315	.....	.....	.....	.....	.....
ALBURTIS.....Ps	1945	1150	.....	.....	.....	.....	.....	.....	0615	.....	0400	1500	via Trenton	.....	.....	.....
STONEY CREEK.....Lv	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Line	.....	1400	.....
PHILA (Park Jct.)...Ps	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	to Phila	.....	1530	.....
MORRISVILLE.....Lv	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
CAMDEN, NJ.....Lv	.....	.....	0830	2130	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
SOUTH PHILA.....Lv	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
PHILA (Zoo).....Ps	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
PHILA (Belmont)....Ps	.....	.....	1201	0001	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WEST FALLS.....Lv	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
ABRAMS.....Lv	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
PHOENIX.....Ps	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
READING.....Lv	2215	1400	1400	0200	0130	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WEST READING.....Ps	2230	1430	1530	0330	0330	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
ENOLA.....Lv	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
HARRISBURG.....Ar	0100*	.....	Allen-	Allen-	Allen-	.....	.....	.....	0715	.....	0515	1615	0240	1615	2100	.....
ENOLA.....Ar	to	.....	town	town	town	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
HAGERSTOWN, MD....Ar	Conway	1900* to NS	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Ar - Arrive  
Lv - Leave  
Ps - Pass  
\* - Crew Change

NOTE 1 - Works at Allentown Intermodal Terminal  
NOTE 2 - May operate via Trenton Line and Philadelphia

KEY TO TERMINAL ABBREVIATIONS:

- AL - Allentown
- AS - East St. Louis (Alton & Southern)
- BA - Baltimore
- BE - Bethlehem
- CA - Camden
- CG - Corning, NY
- CS - Rocky Mount, NC (CSXT)
- DN - Detroit
- EJ - Gary, IN (Elgin, Joliet & Eastern)
- EL - Elkhart, IN
- EN - Enola
- ES - Harrington, DE
- MO - Morrisville, PA
- OI - Oak Island (Newark, NJ)
- PG - South Philadelphia
- PI - Pittsburgh (Conway)
- RO - Roanoke, VA
- SC - Stoney Creek
- SE - Selkirk, NY
- SR - Linwood, NC (Southern Railway)
- TV - TrailVan (intermodal)

MORE CONRAIL FREIGHT SCHEDULES  
WILL BE FOUND ON PAGE 12

## CONRAIL FREIGHT SCHEDULES (Continued from Page 11)

NORTH-SOUTH SERVICE (via Trenton Line/CSXT Mainline)									
Read Down									Read Up
TV-3 MO	TV-191 Daily	TV-233 Ex SU-MO	ALCS Daily	OIPI Ex SU-MO	SECS Daily from Selkirk	TRAIN Frequency	TV-170 Daily	CSAL Daily	CSSE Daily to Selkirk
1900	0415	0500				Lv KEARNY, NJ	Ar 0315		2230*
2025	0530	0630	from	1900	2130*	Lv OAK ISLAND	Ar		2100
2105	0605	0705	Allen-	2030	2245	Ps MANVILLE	Ps 0200	to	2100
2245	0720	0815	town	2115	2330	Ps WEST TRENTON	Ps 0125	Allen-	2025
to		to	2030*	2315	0050	Ps PHILA (Nicetown)	Ps 0020	town	1835
E. St.		Hagers-	2045	to	0105*	Ar PHILA (Belmont)	Lv	2230	1815
Louis	0745	town	2100	Conway	0115	Lv PHILA (Belmont)	Ar	2215*	1115*
via	to	via	2100	via	0130	Ps PHILA (Park Jct.)	Ps 0001	2200	1100
Reading	CSXT	Reading	0045	Reading	0515	Ps BALTIMORE, MD (CSXT)	Ps from	1730	0630
		(See Note 1)	0445		0845	Ps BENNING, DC	Ps CSXT	1445	0345
			0530*		0930*	Ar ALEXANDRIA, VA	Lv	1400*	0300*
			to		RF&P			from	RF&P
			RF&P		RF&P			RF&P	RF&P

NOTE 1: May operate via Allentown  
 NOTE 2: ALCS, CSAL, CSSE, SECS operate via trackage rights over CSX Transportation between Park Junction and Benning  
 NOTE 3: OJT unit orange juice train operates approximately three times weekly Alexandria to Kearny on irregular schedule

### BALTIMORE/DELMARVA SERVICE (via Port Road Branch/Amtrak Mainline)

Read Down											Read Up
TV-22 Ex TU	ENES Daily	PIBA Daily	DNES Daily	WPHA-31 Ex MO-TU	TRAIN Frequency	TV-25 Ex SU	BAEJ TU-TH-SA	BAEN Daily	ESEN Daily	ESPI Ex SU	WPHA-31 Ex TU-WE
		from Conway	from Detroit				to Gary, IN			to Conway	
0140	2100	1800*	2359*		Lv ENOLA, PA	Ar		0600	0430		
0255	2230	2030	0130		Lv HARRISBURG	Ar	0330	0700*	0300	0320*	
0455	0130	2300	0345		Ps COLUMBIA	Ps	0130	0445	0300	0215	
0640	0245	0030	0445		Ps PERRYVILLE, MD	Ps	2330	0200	0100	2345	
	0415		0630		Ar BALTIMORE	Lv	2200	2359	2300	2300	
	0615		0900		Ar NEWARK, DE	Lv			0015	1900	
	0730				Ar PORTER	Lv			2300		
					Ar DOVER	Lv			2100		
					Ar HARRINGTON	Lv			2000		
				2100	Lv HARRINGTON	Ar					0700
				0230	Ar POCOMOKE, MD	Lv					0300

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**

