



# CINDERS



MAY 1991

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PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

## ONE-DAY STRIKE PARALYZES FREIGHT RAILROADS

The long-anticipated strike against the nation's freight railroads began as advertised at 7 AM on Wednesday, April 17. It was the first time in nine years that the U.S. had been hit by a nationwide rail walk-out.

Locally, operations on both Conrail and CSX were completely shut down, as only a few trains already enroute continued moving to their next terminals. Picket lines set up by the eight striking unions appeared at freight yards and offices, including four sign-carrying demonstrators in front of Conrail's headquarters at Six Penn Center, Philadelphia.

Passenger service in the Delaware Valley was unaffected. All SEPTA and NJ Transit trains, as well as Amtrak's Northeast Corridor, continued running without incident, in accordance with a pledge by the unions not to disrupt passenger operations. Beyond the Boston-Washington, Springfield, Harrisburg and Atlantic City routes, however, Amtrak trains rely on the tracks and facilities of freight railroads and, for the most part, these trains were halted. (Amtrak, SEPTA and other commuter authorities are not parties to the current dispute between rail labor and the freight carriers, but negotiate separate contracts with their own unions.)

The Broadway Limited, for example, did not run on the day of the strike and westbound train #43 Pennsylvanian was terminated at Harrisburg where it leaves Amtrak property and enters Conrail's Pittsburgh Line. The Montrealer, on the other hand, operated normally because the two freight railroads it utilizes--Central Vermont and Canadian National--were not involved in the strike. Delaware & Hudson, Guilford Transportation and many shortlines also were not struck but were seriously affected because their major connections had closed down. Maryland Rail Commuter (MARC) service on CSX routes did not run because it relies on crews and dispatching furnished by the host railroad. SEPTA, however, was able to operate its West Trenton trains even though they travel over 11 miles of Conrail-owned track.

Some 235,000 workers on 98 railroads large and small walked out, creating a potentially serious drag on the already faltering U.S. economy. Even before the strike began President Bush promised that he would push for legislation to end the shutdown and end it quickly. "If allowed to continue," he warned, "the strike would cripple the economy and adversely affect national security." The reaction of national leaders was spurred by estimates that up to a half million workers in rail-served industries, including the Big Three automakers, would be laid off if the strike lasted for two weeks. In addition, the railroads said that they would lose \$70 million in business for each day it persisted.

By 8 AM on the morning the strike began a Congressional committee was already working on a bill to halt the walkout, and the House approved it by an overwhelming 400-5 vote. The Senate then concurred and sent the measure on to the President, who had left instructions that he be awakened when it arrived. He signed the strike-ending legislation at 1:39 AM on Thursday and by 8 most operations were returning to normal. Three unions, among them the large Transportation Communications Union representing clerical workers, had reached tentative agreements just prior to the strike, but their members honored the picket lines. The other eight unions, including the Brotherhood of Locomotive Engineers and the United Transportation Union, complained that the government had destroyed their right to strike. Mac Fleming, president of the Brotherhood of Maintenance of Way Employees, charged that the legislation stemmed from "a process which the railroads have been able to manipulate in order to drive what should be our private collective bargaining issues into the public lap of Congress." Richard I. Kilroy, chairman of the Railway Labor Executives Association, said that his group would have preferred that "Congress not get into the picture and let us fight it out." The New York Times, however, pointed out that the influence of organized labor on Capitol Hill has steadily diminished as the number of Americans belonging to unions dropped from 35 percent in the 1950's to 16 percent now.

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.

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

## OUR MEETING:

FRIDAY EVENING, MAY 17, 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, May 17, 1991 meeting will feature the first half of a two-part presentation by noted Historian and Artist Ted Xaras on the development of the Pennsylvania Railroad's passenger stations and their routes in the Philadelphia area, from their establishment up to the 1930's. Ted's presentations are noted for their remarkable level of research, and much of the program will consist of the use of two screens to show simultaneous "then and now" views.

Our usual sit-down dinner will be held 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, MAY 14, 1991 to President 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.

The conclusion of this program will be presented at the Chapter's Friday, June 21, 1991 meeting, and members are urged to mark their calendars in order to not miss this outstanding program event.

## BURSHTIN ELECTED CHAPTER PRESIDENT; WATTS SENIOR VP

Michael L. Burshtin was elected president of Philadelphia Chapter at the April 19 meeting, with about 55 members present and voting. He moves up from senior vice president as Douglas W. Watts was named to fill that position. Frank Tatnall, stepping down as president after seven terms, was elected national director to replace Peter M. Senin, Jr. who did not seek re-election.

In contested balloting, Marie K. Eastwood emerged as secretary for the 1991-92 term, succeeding Sheila Ann Dorr. David Kopena was re-elected as Chapter treasurer.

President Burshtin promised to revive some of the Chapter committees which have been dormant for several years, and plans to appoint the necessary chairpersons. This is seen as a way not only to infuse new life into these committees but also to involve members who have previously not been active in the management of the Chapter.

The membership offers its thanks to Sheila Dorr and Peter Senin for their considerable efforts on behalf of the Chapter over the past several years.

### HELP WANTED.....

President Mike Burshtin is looking for members to staff the several standing committees of the Chapter. Equipment, Membership, Publications, Publicity and Trip Committees need membership support and participation, as well as certain special committees which the president may appoint as needed. Those interested should contact President Burshtin at the May Chapter meeting, by writing him at P. O. Box 460, Richland, NJ 08350-0460, or telephoning him during the day at 215-580-4239.

## UPDATE OF CONRAIL "TALKING" DEFECT DETECTORS

Here is an additional change in the list of radio alarm defect detectors in operation on nearby Conrail lines, as published in the January 1991 issue of Cinders:

Dale Secondary Track

Dragging equipment detector at Paoli, PA ("Knickerbocker"), milepost 41.9, is removed from service.

## A COMMENTARY.....

by Michael L. Burshtin

Having been elected your Chapter president, I wish to extend my sincere thanks to the members of the Philadelphia Chapter for their confidence in me. In many ways I consider myself extremely fortunate in that I follow in the footsteps of two legendary officers of NRHS who have served for a fifth of a century as presidents of Philadelphia Chapter-- Larry Eastwood and Frank Tatnall. They have taken the Chapter from a rather small group to the second-largest chapter in the Society, and along the way found time to re-establish and develop Cinders as one of the premier chapter newsletters of NRHS.

I would raise one note of caution, however. Few of our members truly realize the extensive amount of time invested in our Chapter by Larry and Frank over the past two decades. Private social life activities often have taken a sidetrack, overtaken by pressing Chapter business needs. I do submit that the Eastwoods find time to get to the ball park and follow the ups and downs of the Phillies, but they and Frank have often sacrificed their personal desires. I frankly state that because of other commitments I will never be able to devote as much time to our Chapter as have our previous officers and as our Chapter members have taken for granted.

This is where I need your help. We are fortunate to have several hundred members, from which can be drawn a pool of deep talent to assist this Chapter to prosper and improve. If you are interested in "getting involved" and can donate some amount of your time and skills for the Chapter, please contact one of the officers. Even those who cannot attend meetings have abilities they can contribute, for there are numerous "behind-the-scenes" activities which need assistance.

To paraphrase the late President John F. Kennedy, "Ask not what your Chapter can do for you, but ask what you can do for your Chapter."

## PENN'S LANDING TROLLEY BEGINS ITS 10TH SEASON



The Penn's Landing Trolley began its tenth season last month on Philadelphia's waterfront, operating over a mile of track on Delaware Avenue. Hours of operation are 11 AM to dusk on Saturdays and Sundays through November 24, plus Thursdays and Fridays during July and August. The Santa Claus specials will run on December 7-8 and 14-15. Regular adult fare is \$1.50 and children's fare is 75 cents, with the main boarding location at Delaware Avenue & Spruce Street.

Cars in service this season will be ex-Philadelphia & Western #46 and ex-Red Arrow #76 and 80. Plans have been announced to restore Red Arrow #26 and double-ended Philadelphia car #5205 to operating condition, after a second storage track is constructed this year in the Pier 9 "carbarn."

Penn's Landing Trolley, operated by the Buckingham Valley Trolley Association, now seems to have a fairly secure future as a viable tourist attraction, with the blessing of the City and development interests. Just three years ago the City had ordered BVTA to vacate Delaware Avenue, but that posture has markedly changed to a more positive attitude toward the historic trolleys. One study has even recommended that a full-time professional operator be brought in. But BVTA is still trying to negotiate a permanent site for its carbarn and shop, as well as a storage facility for in-operative cars now stored on Pier 38 South.

For information on Penn's Landing Trolley operations, telephone 215-627-0807.

## TWO BOOKS OF LOCAL INTEREST AVAILABLE

The Schuylkill Navigation: A Photographic History includes more than 240 photos of this 100-mile waterway which operated between Philadelphia and Port Carbon, PA during much of the 19th Century. In 1870 the Schuylkill Navigation Company was sold to the competing Philadelphia & Reading Railway, which continued to operate it for several more years. The author is Harry L. Rinker and this softcover book retails for \$16.00 (add \$2.00 for postage and handling) from: Canal Captain's Press, 103 Dogwood Lane, Berkeley Heights, NJ 07922.

Steam Passenger Service Directory is out with its 26th annual edition for 1991 which includes 263 listings of tourist rail lines and museums. This valuable 304-page softcover guide, priced at \$8.95 per copy by mail (add \$1.75 for shipping), is published by Locomotive & Railway Preservation and may be ordered from: Steam Passenger Service Directory, P. O. Box 599, Richmond, VT 05477.

## NOTICE

Members who do not possess a copy of the current Philadelphia Chapter By-Laws, approved in 1988, and wish to have one, should direct their request to Marie K. Eastwood, Secretary, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. Please include a self-addressed, stamped #10 business envelope.



Happy 20th Birthday to Amtrak! It seems a long way back to May 1, 1971, when Penn Central and the other railroads transferred their passenger burdens and equipment to the fledgling National Railroad Passenger Corporation (Railpax?!) and a new era was under way. One would only have to examine the consists for the Corridor (the "Ground Shuttle") on that first day to see how far we've come.

While few immediate changes were made, within two months a few "foreign" cars began turning up on the Corridor. Think of the National Limited. Remember Trains 548 and 549? They were the original Nationals and operated between Washington and Kansas City. By July 1, 1971, three of the four meal service cars on the train were Missouri Pacific diner-coaches 580-582, and the sleepers were former Union Pacific Pacific-series cars and ex-MP coaches 466-467 were also regulars. You might have even had the distinction of riding ex-PRR P70 #1709 from Pittsburgh to New York. We all certainly have our memories of those early days -- but as the familiar saying goes, "You've Come a Long Way, Baby!"

The long-anticipated Superliner car order was formally placed on April 22, with Amtrak signing for 140 new cars with an option to purchase 39 additional cars. To provide a comparison, Amtrak currently operates 282 Superliners, so this order represents a 50% increase in the Superliner fleet, a sizeable addition. The \$340 million order, to be constructed by Bombardier at LaPocatiere, Quebec and Barre, VT, will see the first cars coming on line in mid-1993.

Cars ordered include 38 coaches (34102-34139), 12 transition-dormitory cars (39000-39011), 15 lounge cars (33025-33039), 20 dining cars (38039-38058), 49 sleepers (32070-32118) and six deluxe sleeping cars (32500-32505).

While the cars will be like the original fleet turned out by Pullman-Standard over ten years ago, these will contain all the modifications made to the original fleet, as well as some new changes. For instance, the 12 transition-dorms will be laid out with economy room sleeping space for crews upstairs, and there will be a crew lounge and a conductor's office, both firsts. A decision may also be made to rebuild the older transition-dorms this way, as well.

The 15 lounges will be the Sightseer type, as at present, but imagine crossing Sand Patch early in the morning on the eastbound Capitol Limited in one of these cars.

The six "deluxe" sleepers will be assigned to Auto Train service. These will be equipped upstairs with ten deluxe rooms each. The 49 "standard" sleepers will be set up like the existing fleet, meaning no lavatories in the economy rooms, but with deluxe bedrooms having both a lavatory and shower. Economy passengers will have access to a common set of showers.

The cars, as expected, will replace Heritage fleet equipment presently in use on the City of New Orleans, Capitol Limited and the Auto Train, as well as providing additional sleeping car capacity on Amtrak's popular western routes. These changes will perhaps leave the future of Amtrak's Heritage dome cars in doubt. One possibility which has been suggested is to place these cars on the Lake Shore Limited, but because seating space is at a premium, and consists maximized due to mail contracts, this is questionable. There has been, of course, talk of splitting the train into separate Boston-Chicago and New York-Chicago consists, but this would be dependent upon more mail business, and even more important, some improvement in the locomotive fleet.

As part of the conversion of the Auto Train to Superliner equipment, it is believed that three or four Superliner coaches will be converted to Table Cars (37000-37002?) and three or four Superliner diners may be converted to buffet-diners (37500-37502?).

Attention will now switch to the Viewliner fleet, which are intended to replace most of the existing Heritage fleet. The press release from Amtrak announcing the Superliner order also stated that the initial Viewliner order should be placed in "the next Fiscal Year" and Amtrak's equipment committee is currently working up designs for the various configurations required.

With orders for 52 new locomotives and 140 new cars and a promise of more to come, Amtrak is off and running for its next 20 years!

(Continued on Page 5)

## ON THE SCENE (Continued from Page 4)

Amtrak's Empire Connection is off and running. I was privileged to ride the inaugural press run on April 4. The whole idea behind Amtrak's inaugural runs is to showcase not only the new service, but the railroad itself. Amtrak personnel selected for these special trips are well aware that their company is on display and work hard to present a highly positive image.



The invited guests include political figures who assist in obtaining the necessary funding for Amtrak and these improvements, travel agents who are responsible for directing business Amtrak's way, the working press, who hopefully will spread the word and representatives of various rail enthusiast and advocacy groups, who also assist in the effort by spreading the word as well as purchasing the tickets which sustain Amtrak.

The inaugural special was a six-car Rohr Turbo consist, including a second cafe car. The VIP's rode in the TurboClub on the head end, the media in the (second) cafe car and the remaining four cars were filled by other guests.

There were the usual inaugural speeches at Albany, and we were serenaded by the Rensselaer Middle School Band. Then, we were off down the Hudson, making similar stops at Hudson and Rhinecliff, with shorter stops at Poughkeepsie, Croton-Harmon and Yonkers.

Excitement arose as we approached "CP-12" (Spuyten Duyvil), where, instead of curving east along the Harlem River, we headed across onto Manhattan Island, with a New York City fireboat spraying fountains of water to mark the event. The West Side line parallels the Hudson River, and we made a photo stop just below the George Washington Bridge. Above 72nd Street the line is covered by a structure designed to hide it from views of residents of Riverside Drive. Below 48th Street, the line is in a cut (some sections are built over) and the new tunnel curves down and east to emerge just above and south of Amtrak's North River tunnel. Trains from the Empire Connection use Tracks 7 and 8 in Penn Station, as a rule. Passengers on the special repaired to the station lobby for ceremonies.

In other Amtrak news items, the Pioneer will operate via the Union Pacific route through Wyoming effective June 15. Passengers wishing to travel from the Pacific Northwest through the Rockies (or from Los Angeles or San Francisco to Wyoming points) would take a connecting bus between Salt Lake City and Ogden, but would have to drop back one day. However, this minor disadvantage is far outweighed by a more appropriate Seattle departure on the eastbound trip which should greatly enhance ridership.

Some equipment adjustments in the East worthy of note are that the Crescent now carries both a 3100-series lounge (to Mobile) as well as an Amfleet II lounge to New Orleans. The Cardinal, meanwhile, has switched from an Amfleet II lounge to a 3100-series car. The Auto Train has begun using full domes 9310-9312 as first class diner-lounges, these cars being the former Princess Tours cars. The cars are mixed in with the sleepers, separate from the other dining equipment on the train. The Silver Star's baggage-dorm, buffet car and Slumbercoach now operate to Tampa instead of Miami.

From my history books, I note that 25 years ago this summer the Pennsy placed seven rebuilt P70's on long-distance secondary trains as snack-bar coaches. They replaced diners on trains 211-33 between New York and Pittsburgh, 23 and 50 between New York and Chicago, Train 54 from Pittsburgh to New York, and Trains 22 and 55 on the Chicago-Pittsburgh run. Dining cars were then limited to the Broadway Limited, General, Penn Texas and "Spirit of St. Louis".

In transit notes, San Diego Trolley operates 12 trainsets on its South line to San Ysidro, requiring 30 cars with trains alternately two and three cars long, operating every 7.5 minutes. The East line operates every 15 minutes, with six sets of equipment, all three-car lashups. Peak rush hour trains add a 4th car near the shops, which cannot operate around the loop because a four-car train would be too long for a city block.

The last day of operation on various Philadelphia trolley routes removed from service by SEPTA are: Route 6 (January 12, 1986); Route 47 (July 9, 1967 south of Spring Garden Street and January 15, 1969 north of Spring Garden Street); Route 50 (October 12, 1980); Route 53 (May 16, 1985), and Route 60 (September 4, 1977). Route 62, meanwhile, last operated as a separate route in January, 1971. It now operates as an extension of Route 13 from City Hall.

## CONGRATULATIONS TO OUR NEIGHBORS:

LEHIGH VALLEY CHAPTER - 50TH ANNIVERSARY

HAWK MOUNTAIN CHAPTER - 25TH ANNIVERSARY

# PHILADELPHIA EXPRESS



## FRANK G. TATNALL, JR.

SEPTA's Railroad Division was unaffected by the one-day strike on CONRAIL and other freight railroads April 17. In fact, on-time performance that day was an unusually high 94 percent.....SEPTA is relettering the platform pillars in Suburban Station with the words "Suburban Station," replacing the former Penn Center terminology. SEPTA changed its public timetables to show "Suburban Station" when it assumed direct operation of the rail system in 1983. For the record, this writer has always used the traditional Pennsy name for the station.....Silverliner IV cars 384-385 are sporting experimental electronic route signs in their side windows.

SEPTA is applying bright yellow decal strips to the eight rebuilt St. Louis cars (#232-239) assigned to the Airport Line. The cars are impossible to ignore, with a three-foot-high yellow band around the side window area and yellow panels beneath the cab windows on each end. They also display SEPTA and airport "PHL" logos (Wayne Bode).....Bucks County Congressman Peter Kostmayer is pushing for a \$75-million Federal grant to help build SEPTA's proposed Cross County Metro line from Morrisville to Downingtown, according to a Courier Times report. Last year Kostmayer succeeded in obtaining \$200,000 for a study of the planned line..... Most of those Autelca ticket vending machines remain out of service, except at center city stations (see March Cinders).



Work is proceeding apace on the impressive Fern Rock Transportation Center in Olney, where Lansdale-Doylestown, Warminster and West Trenton line passengers will transfer to and from the Broad Street subway after the Mainline bridge project begins next April. The new station will become a permanent facility, replacing the old Fern Rock and Tabor stations.....All R3 West Trenton expresses now make an added stop at Forest Hills station because of what SEPTA describes as overflow parking conditions at nearby Somerton station..... CONRAIL last month began installation of welded rail on the two tracks used by SEPTA's R3 trains between Neshaminy and Woodbourne.....SEPTA bused R5 passengers between Oreland and Lansdale on the weekends of April 20-21 and 27-28 to permit switch repairs at "North Ore" and "South Ambler" interlockings.

Catenary replacement is nearly complete on the Chestnut Hill West Line, but there was no increase in service with the April 7 timetable change. It is expected that normal schedules will be resumed in July, along with Saturday and Sunday service which was suspended last year for the construction period..... The U.S. Supreme Court ruled last month that a lawsuit on the issue of toxic PCB chemicals at Paoli carshop should be reinstated and go to trial. The 38 plaintiffs claim that they have suffered ill effects from the PCB's, which for decades were used as transformer coolants in electric cars and locomotives. Defendants include SEPTA, previous operator CONRAIL, present owner AMTRAK and chemical manufacturer Monsanto.

At long last the leaky ceiling in Reading Terminal Market has been repaired, much to the joy of merchants and customers in this unique center city institution. Earlier, the Reading Company had succeeded in removing the last traces of PCB contamination from the abandoned railroad station above, clearing the way for the City to purchase the structure. The famed trainshed will become an integral part of the \$523-million center city convention center, on which construction is well underway. Already the old buildings have been cleared from the blocks between Market, Race, 12th and 13th Streets, and the elevated railroad between 11th and 12th is history. The official groundbreaking ceremony, however, was not held until April 17, with both Governor Casey and Mayor Goode in attendance.

A local group in Quakertown is trying to raise funds to restore the fire-damaged ex-Reading station there, the Inquirer reports. SEPTA owns the building but has not served Quakertown since 1981..... The City of Coatesville wants to lease the local AMTRAK-owned station and refurbish the historic structure. Earlier, SEPTA had proposed building a new station a half-mile to the east (Paul Kutta)..... DELAWARE & HUDSON has demolished its rail welding plant in Oneonta, NY, which last year furnished SEPTA with two trainloads of welded rail for installation on the Mainline north of Fort Washington (Leatherstocking Chapter Railtimes).

The long-delayed prototype car for SEPTA's Norristown High Speed Line finally left the AMTRAK shop at Beech Grove, IN on April 23--but not headed for Philadelphia. Instead, car #451 was trucked to the ABB Traction railcar shop at Elmira, NY, where it will undergo further work before delivery to SEPTA later this month (maybe). There is a strong possibility that ABB will assemble the remaining 25 cars at Elmira rather than rely on the problem-plagued Beech Grove facility.....A 16-year-old would-be trolley operator stole a PCC from Luzerne depot on the morning of April 19 and ran the car on a complete round-trip over Route 56, picking up passengers routinely and behaving in a professional manner. No one at SEPTA

noticed the theft, according to an Inquirer report, until the pseudo-operator failed to line a switch at 10th Street & Erie Avenue and crashed into an automobile. He then summoned police. The youngster, who had "hung around" Luzerne for some time learning the ropes, was charged only with theft of the trolley--the farebox was intact.

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## PHILADELPHIA EXPRESS (Continued from Page 6)

New York City's Department of Transportation borrowed SEPTA Kawasaki trolley #9041 for an Earth Day display on 42nd Street April 24. The car was trucked to the Big Apple the day before. Freshly-painted #9041 may inspire New York to proceed with its proposed light rail line on 42nd Street.....Member Ronald DeGraw has been appointed acting assistant general manager-planning, development & real estate for SEPTA, following the departure of Eugene Skoropowski (see March Cinders). Ron had been deputy AGM.....It has been called to our attention that we erred in our March report on the history of trolley Route 56. Actually, the route was completed in 1928 when new track was laid in Torresdale Avenue from Frankford Avenue to Orthodox Street, not Cottman Avenue. This merged the existing Route 56 on Erie Avenue with Route 58 operating between Orthodox and Cottman.....Those four ex-P&W 160-series cars which SEPTA sold to the KEOKUK JUNCTION RAILWAY departed for their new home in Iowa last month (see March Cinders).

SEPTA's financial picture remains bleak, even though the City of Philadelphia has now released \$33 million of the \$45 million it had promised SEPTA for Fiscal Year 1991. That situation was emphasized by a New York Times report occupying two-thirds of a page in the April 16 edition, headlined "Philadelphia transit officials warn of shutdown." The story also called attention to the plight of nine other major U.S. transit systems that are or will be in a fiscal bind as a result of cuts in Federal and state subsidies. "We are not crying wolf--a total shutdown is a real possibility," SEPTA General Manager Louis Gambaccini is again quoted as saying. However, the chairman of the House Public Works & Transportation Committee, Congressman Robert Roe of New Jersey, said last month that he will propose a five-cents-per-gallon increase in the Federal gasoline tax, with the \$6 billion generated annually to be earmarked for rebuilding the nation's transit and highway infrastructure. In addition, Senator Arlen Specter of Pennsylvania told the press that he will introduce legislation to boost Federal outlays for SEPTA and other transit systems above those proposed by President Bush, as a tribute to the late Senator John Heinz of Pennsylvania who was killed in an air crash over Lower Merion Township on April 4.

Meanwhile, SEPTA has upped the ante by asking the City for \$68.3 million in operating funds for FY 1992, which begins this July 1. This would represent a 50-percent increase over this year's figure, while the cash-strapped City has budgeted just \$45 million, the same as in 1991. Overall, SEPTA is floating a 1992 operating budget of \$717 million, six percent higher than this year's \$677 million. Governor Casey's spending plan, however, calls for freezing the State's operating subsidy while cutting back on support for senior citizen fares and vehicle overhauls. Hearings on SEPTA's budget will be held May 20-22, the first session scheduled for Monday, May 20 beginning at 2 PM at the Holiday Inn, 1800 Market Street in Philadelphia.

At the State level, the House passed and sent to the Senate a measure to rescue Philadelphia from bankruptcy by creating a financial oversight board to sell bonds which would allow the City to meet a \$219-million shortfall in this year's budget. The City cannot sell the bonds directly because of its poor credit rating. The legislation would also authorized the City to levy up to a one percent sales tax on top of the existing six-percent State tax, revenue which Mayor Goode has said is needed to pay the City's share of SEPTA's operating budget.

SEPTA's board last month voted to revive the DayPass, a one-day ticket good for unlimited rides on all City Transit Division Lines. Priced at \$4 each, the DayPass will be a real bargain, especially in view of the fact that it will be good for a one-way ride on the Airport rail line which normally costs \$4.75 cash.....SEPTA and PATCO will host the American Public Transit Association's rail rapid transit conference in Philadelphia June 9-13. Some 1,000 delegates from transit systems, suppliers and consulting firms will gather for the session, which will include local rail tours (SEPTA Lines).....Off-peak delays can be expected along the Frankford elevated through November as work proceeds on rebuilding the bridge over Port Richmond yard and Lehigh Avenue. Huntingdon station has been temporarily closed and rush-hour A and B trains are now stopping at nearby Somerset station. Some weekend and weeknight shuttle busing is in effect between the Bridge-Pratt and Spring Garden stations. Elimination of owl service on the Broad Street and Market-Frankford Lines should occur within a month (see March Cinders).



AMTRAK's Northeast Corridor was shut down between Wilmington and Baltimore for more than 12 hours on April 12, the result of a collision between four Amtrak locomotives and a CONRAIL coal train at "Gunpow" interlocking near Chase, MD. The 3:10 AM accident occurred at the site of the infamous 1987 collision between Conrail light engines and Amtrak train #94, in which 16 persons died and 175 were injured. Last month's wreck was caused by the Amtrak units, running northbound without a train, sliding into coal train UMP22B as it was crossing through the interlocking from #3 track to the "A" track. The light units, consisting of F40PH #390 towing dead E60 electrics #601, 604 and 620, were found to have operative brakes only on the lead locomotive. Thus, even though the automatic train control devices were working, the brakes on the F40 were inadequate to stop the dead weight of the three huge E60's and they struck the 74th car of the 121-car coal train. Two Amtrak employees were injured when they jumped clear before impact.

Numerous trains were cancelled and others, such as southbound #51 and #81, were held for several hours until one track was opened past the scene at 3:51 PM. A large bus fleet was marshalled to shuttle passengers between Philadelphia and Baltimore/Washington as SEPTA provided five Silverliners and 15 buses to handle service between Philadelphia and Wilmington. A number of trains from New York were turned at 30th Street to accommodate northbound passengers. Full service was restored about 6 PM when all four tracks were reopened.

## PHILADELPHIA EXPRESS (Continued from Page 7)

Damage to F40 #390 was estimated at \$350,000, to E60 #601 \$150,000, #604 \$75,000 and #620 none. The first two units were at a 45-degree angle while the last two were derailed but upright. Six Potomac Electric hopper cars were derailed, spilling piles of fine coal onto the track, and other cars were damaged at an estimated repair cost of \$700,000. Conrail SD40-2 locomotives 6516-6476-6500-6475 at the head end of UMP22B were not involved. Ironically, at least one of the E60's being towed to Philadelphia was intended for use on Lancaster Chapter's Harrisburg-Washington excursion the next day. That train received two AEM-7's instead, operating well ahead of schedule in both directions.

At the time of the April 12 accident AMTRAK permitted light engine movements a maximum speed of 80 mph. Two days later that was reduced to 50 mph.....AMTRAK will receive \$150 million in Federal funds to begin preliminary work on its plan to electrify the Shore Line route between Boston and New Haven..... F40AC #202 has been constantly in and out of Wilmington shop since being rebuilt with AC traction motors. Last month it was again out of service at Wilmington.....AMTRAK's two F69PH-AC units, #450 and 451, are back at Electro-Motive for further work, but should return to service in June.....AMTRAK has placed the four-track mainline between "Phil" and "Hook" interlockings under the control of the CETC Section 4 dispatcher.

Virtually all work has been completed in renovating the office space in 30th Street Station, and AMTRAK expected to move the last of its workers from 2000 Market Street to the station by the end of April (except for a training group which will remain at 2000 Market). Some finishing work is still being done in the concourse area, and the SEPTA concourse looks to be several months away from completion. The Upper Level platforms also are still the scene of much rebuilding work. SEPTA's ticket office was moved last month to a new location between stairways B and C.....An item in April Cinders indicated that AMTRAK in 1990 logged 21 percent more passenger miles than the private railroads did in their last full year of passenger operation. That year was 1970, of course, not 1980.....AMTRAK Express, the railroad's on-board magazine, will feature Philadelphia in its July issue. Chapter Member Harry Garforth of SEPTA's Planning Department was interviewed for the piece.....The parking meters around 30th Street Station have been removed and high-priced parking lots installed. Motorists now must pay \$1.50 for the first 20 minutes, according to an op-ed piece in the May 2 Inquirer entitled "The great 30th Street Station robbery".....AMTRAK Superliner #34074 was spotted in CONRAIL's Allentown yard on May 4.

CSX TRANSPORTATION reports that it earned a record \$7.6 million in on-time incentives from AMTRAK during 1990, under a special contract with the passenger carrier.....Railpace Company will publish a book covering the first 20 years of AMTRAK, to be authored by former Passenger Train Journal Editor and NRHS Member Mike Schafer..... MARC began its new service between Baltimore and Perryville, MD on May 1, with three morning rush-hour trains southbound and four returning in the afternoon. As part of the service extension, the 1905-vintage Perryville station is undergoing an extensive restoration project.....That dedicated American European Express train to and from New York has been running with an AMTRAK AEM-7 and five to six AEE luxury cars. It is scheduled to pass through 30th Street northbound at 4:50 PM on Saturdays and southbound at 9:29 AM Sundays (Ties and Tracks).....Carl W. Vogt, a Washington-based attorney, has been named by President Bush to a four-year term on the AMTRAK board, replacing Darrell Trent (Newsbreak).



CONRAIL reported that its first quarter net income for 1991, compared to 1990, fell 28 percent to \$18 million because of the recession's effect on traffic. Gross revenues declined eight percent to \$755 million. Earlier, officials had said that the railroad might even show a loss for the period. The news did not affect CR's performance on Wall Street where its stock closed at 51 on April 26. Average employment dropped to 25,292 in the first quarter.....CONRAIL last month issued a 28-page annual report for 1990, its cover emblazoned with a statement of employees' dedication to quality service.....In March CONRAIL received 22 of the 50 new 4,000-hp C40-8W locomotives from General Electric, and the deliveries were to be completed in April. These units, boasting new "Conrail Quality" lettering, are numbered 6100-6149.

CONRAIL has formally granted trackage rights to DELAWARE & HUDSON to reach the South Philadelphia waterfront via Belmont and "Zoo." This will allow CANADIAN PACIFIC-owned D&H to serve the existing Packer Avenue container terminal as well as the new privately-operated Railport terminal at Delaware & Oregon Avenues. The Delaware River Port Authority is also moving forward with its plan for a \$5-million container transfer terminal to be built on Conrail property at the east end of Greenwich yard, opposite Packer Avenue terminal. The three-track facility, to be opened by late summer, will be served by CR, D&H and CSX.....Now that CONRAIL's Philadelphia Division dispatchers have moved into their new quarters in Mount Laurel, NJ, all six CR divisions are equipped with computer-assisted dispatching centers in which information is visually displayed on television monitors.

CONRAIL has placed in service a new signal system on the Morrisville Line (former Trenton Cut-Off) between Langhorne and Plymouth Meeting. With removal of the westbound track last winter, the remaining single track between "CP Lang" (milepost 6.3) and "CP Plymouth" (milepost 28.2) is now equipped for "Rule 261" centrally-controlled operation with cab signals. The last of the former Pennsy position light signals has been removed.....A television camera has been installed at Belmont in Philadelphia focused on the Harrisburg Line main track, presumably to allow instant identification of freight cars.....The radio alarm dragging equipment detector on the former Morrisville Line at Knickerbocker, near Paoli, has been removed. This is now a secondary track.....Railpace Newsmagazine has taken a leaf from Cinders (with credit), publishing an extensive list of CONRAIL "talking" detectors in its April issue. This is similar to the list which appeared in January Cinders, and was put together by Chapter Member Carl Perelman.



## PHILADELPHIA EXPRESS (Continued from Page 8)

CONRAIL has cut costs by scaling back operations in several yards across the system, including Camden and Abrams in this area. As a result, more traffic is being directed through Allentown yard for classification and a number of trains have been eliminated, rescheduled or reblocked (see page 11).....As mentioned last month, the operation of CONRAIL's inspection train has been curtailed because of the recession. Most of the equipment is to move from Reading this month to storage at Altoona, and the three E8 locomotives will also be deadheaded from Enola to Altoona.....The U.S. Supreme Court has upheld the Interstate Commerce Commission's power to prescribe conditions for railroad mergers. The High Court reversed a ruling from an appeals court which had held that merging railroads cannot abrogate prior labor agreements. Instead, in a case involving the Norfolk & Western, the justices said that unions may not interfere with rail merger agreements, and that the ICC has the power to exempt railroads from antitrust laws and other laws such as the Railway Labor Act in approving mergers (Modern Railroads).

CSX reports that its "train pacing" program for saving diesel fuel is a success. Under the plan all non-intermodal freight trains are being run at a maximum speed of 40 mph, resulting in an average decrease during February from 1.58 gallons to 1.47 gallons of fuel to move 1,000 gross tons one mile (Bull Sheet).....CSX is in the process of applying small American flag decals to its diesel locomotives on each side of the cab below the windows (Bull Sheet).....CSX has backed off from its requirement that all privately-owned passenger cars over 40 years old must undergo full AMTRAK PC-2 inspection. By eliminating the complete tear-down and Magnafluxing of trucks under PC-2, more owners now will be able to offer their cars for excursions over CSX routes. Among freight railroads only CONRAIL still insists on PC-2 standards for excursion equipment, as well as head-end power capability (North Western Illinois Chapter North Western Limited).

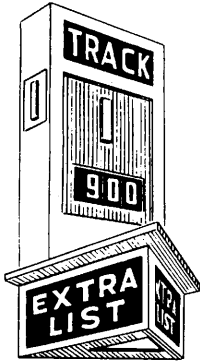
American European Express is now operating its Washington-Chicago train with rebuilt GP40's #1 and 2, plus a MARC F9PH for head-end power. The GP40's reportedly are ex-CSX #6599 and ex-RIO GRANDE #3108 respectively (North Western Limited).....Historic Preservation Magazine carries a colorful article on AEE in its May-June issue entitled "Reoriented Express".....D&H trains 555 and 556 can run between Montreal and Philadelphia in 27 hours, now that trackwork south of Binghamton has raised the maximum speed to 49 mph (Hawk Mountain Chapter Hostler).....General Motors Locomotive Group is the new name for GM's Electro-Motive Division and the GM Diesel Division of Canada.

Shortline Notes. NEW HOPE & IVYLAND's new owner is planning a big 100th anniversary year for the line with regular steam operations to Lahaska and return behind 2-8-0 #40. The 1925-vintage Baldwin has been under restoration by STRASBURG RAIL ROAD forces at the New Hope enginehouse for several months. Special events are also scheduled at the station June 22-30.....WESTERN MARYLAND SCENIC RAILROAD at Cumberland has dropped its steam operator for this season and hired a firm which plans to use an ex-D&H Alco RS3 and an ex-VIA RAIL CANADA FPA4. The FPA is similar to the FA freight units which the Western Maryland used for years. The two diesels will power the daily trains up the mountain to Frostburg, MD.....On April 6 the new READING & NORTHERN ran a 40-car coal train out of Tamaqua behind ex-Reading 4-8-4 #2102, probably the first steam-powered revenue freight train in the area since the 1950's (P&R Chapter Colebrookdale Local).

The National Park Service has issued a 158-page "Study of Alternatives" for the future of the narrow-gauge East Broad Top Railroad in central Pennsylvania. The study is part of America's Industrial Heritage Project, a joint government-private sector effort to preserve significant industrial facilities and promote them for tourism.....After years of promising to return 2-8-0 #60 to service, BLACK RIVER & WESTERN is trying to make it happen this season. Considerable progress has been made in restoration of the 1937 Alco locomotive (Jersey Central Chapter News).....SUSQUEHANNA will send SD45 #3630 to CONRAIL's Juniata shop in Altoona for turbocharger repairs, and wrecked GP18 #1802 has also gone to Conrail (News).....SUSQUEHANNA's new Chinese-built steam locomotive is due to arrive in the U.S. this summer, and reportedly will be numbered 141. NYS&W has purchased several LONG ISLAND coaches for use in its excursion trains (News).....MARYLAND MIDLAND has repainted its ex-Norfolk & Western GP9 #812 into the current blue and orange scheme and renumbered it 202 (Bull Sheet).....MARYLAND MIDLAND has acquired 30 new covered hopper cars from Trinity Industries, for movement of cement from the Lehigh Portland Cement plant at Union Bridge, MD. MMID's fleet of cement hoppers now number 140 cars (Modern Railroads).

WINCHESTER & WESTERN's New Jersey Division expects to locate two new coal-burning power plants on its line. Atlantic Electric will build two coal-fired and one oil-fired generating units at Millville, and Applied Energy will construct a cogeneration plant at Bridgeton.....Anthracite Railroads Historical Society has sent its ex-Lehigh Valley Alco C420 #411 from Swedeland, PA to the W&W at Bridgeton, NJ for rebuilding.....Ex-Reading RS3 #467 has been donated to ARHS by Peabody Coal Company. The 1952-vintage locomotive moved from Illinois to Jim Thorpe, PA for storage.

LACKAWANNA VALLEY RAILROAD at Scranton has purchased five RS18 locomotives from CANADIAN NATIONAL (Baltimore Chapter Interchange).....Morris County, New Jersey is asking for bids to operate the various freight branches it owns, now run by the MORRISTOWN & ERIE. Among those reportedly interested are M&E, LACKAWANNA VALLEY, PORT JERSEY and Anthracite Railway (Interchange).....Former Virginia Blue Ridge and U. S. Army 0-6-0 #4039, long stored at the Morris County Central shop at Newfoundland, NJ, has been sold to a private individual and will be moved to Honesdale, PA (Interchange).....NORTH SHORE will repaint SW7 #86 (ex-CONRAIL #8869) into a Jersey Central-style paint scheme and renumber it 1081.....PennDOT Official John Waters said recently that the State had approved \$27 million for this year's shortline maintenance program but the funds are not released. Currently, 11 shortlines are operating on State-owned branches.....PennDOT has sold the ex-Reading Gettysburg branch to the GETTYSBURG RAILROAD.....STRASBURG has purchased ex-Norfolk & Western 4-8-0 steam locomotive #475 from the BOONE & SCENIC VALLEY RAILROAD. The long out-of-service locomotive will be shipped to Strasburg on a flatcar.



MAY 18, 1991: Rare mileage excursion over Morristown & Erie's Dover & Rockaway, High Bridge and Chester branches, sponsored by Tri-State NRHS. Train will be hauled by an M&E Alco diesel and consist of privately-owned cars including observation Mountain View, business car Blue Ridge and Imperial Sands. Train leaves Morristown, NJ (NJ Transit station) at 10 AM, Denville (NJT station) at 10:10 AM and Dover (NJT station) at 10:20 AM, returning by 4 PM. Fares: \$45 per person in lounge (box lunch \$6 additional) and \$159 for deluxe service in Blue Ridge. Order tickets from: Tri-State Railway Historical Society, P. O. Box 1217, Morristown, NJ 07962-1217. Credit card orders available by calling 201-488-5429.

MAY 24-26: Bangor & Aroostook Centennial Excursion weekend, sponsored by 470 Railroad Club. Special pre-weekend excursion on Friday, May 24 leaves Northern Maine Junction for Searsport at 2 PM, returns 5 PM. On Saturday, special motor coach leaves Northern Maine Junction 7:30 AM for Houlton, and train will be boarded for trip to Presque Isle, where group will overnight. On Sunday, May 26, trip leaves Presque Isle 7:30 AM, returning to Northern Maine Junction via Oakfield and Millinocket, arriving 4:45 PM. ALL TRIPS ON THIS WEEKEND EVENT SOLD OUT.

MAY 27: Ringling Bros. and Barnum & Bailey Red Unit circus train arrives at Conrail's South Philadelphia yard for two-week stand at the Spectrum (departing June 10). The 47-car train should arrive in mid-morning from Hershey, PA via Reading. Previous move is from Hartford, CT to Hershey on May 20 via Conrail, through Selkirk, NY, Oak Island, NJ and Allentown, PA.

JUNE 1: "Roundhouse Special" from Hagerstown to Cumberland, MD and return via former Western Maryland and Baltimore & Ohio mainlines of CSX, sponsored by Hagerstown Chapter NRHS. MARC equipment will be used. Train will depart Hagerstown at 8 AM, with four-hour layover in Cumberland. All passengers must park at South Hagerstown High School on South Potomac Street (Maryland Highway 65), with shuttle bus service to train side beginning at 7 AM. Fares: \$49 adults, \$40 children. Order tickets from: Hagerstown Chapter NRHS, P. O. Box 4175, Hagerstown, MD 21740, enclosing stamped, self-addressed envelope. For information, telephone 301-791-3130.

JUNE 1: "Parksley-Nassawadox Ramble" via Eastern Shore Railroad from Parksley to Nassawadox, VA and return, sponsored by Delmarva Chapter NRHS and Eastern Shore Railway Museum. Diesel-powered train will operate twice, leaving Parksley at 11 AM and 3 PM for three-hour round-trip. Fares: \$12 adults, \$8 children (under 12). Order tickets from: Delmarva Chapter NRHS, P. O. Box 1791, Parksley, VA 23421, enclosing stamped, self-addressed envelope. For information, telephone 804-665-6271.

JUNE 1-2: Railfan & Steam Weekend sponsored by Reading & Northern Railroad, with steam and diesel-powered trains, night photo sessions and displays at Port Clinton, PA. Ex-Reading steam engine #2102 will haul a loaded coal train with coaches attached (tickets \$25) and diesels GP30 #5513 and C630 #5308 will pull an empty hopper train with coaches (tickets \$25). Steam engine #425 will also run shuttle trips between Port Clinton and Reading (tickets \$10). Night photo session Saturday evening (tickets \$15). "Package deal" for all trips and night photo session \$50. Order tickets from: Blue Mountain & Reading Railroad, Railfan & Steam Weekend, P. O. Box 425, Hamburg, PA 19526 (telephone 215-562-4083 weekdays 9 AM to 5 PM).

JUNE 22-30: Centennial celebration of New Hope & Ivyland Railroad, New Hope, PA, featuring steam-powered excursions to Lahaska, PA and return with newly-rebuilt 2-8-0 #40 and ex-Reading coaches, plus festivities in New Hope depot area. For information, telephone 215-862-2332.

JULY 13: Annual Canal Festival at Hugh Moore Park, Easton, PA, including canal boat rides, arts & crafts show, 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 (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).

## ONE-DAY STRIKE PARALYZES FREIGHT RAILROADS (Continued from Page 1)

The new law requires the President to appoint a three-member panel with authority to impose a final settlement within 65 days, unless the parties first reach an agreement on their own. The dispute has been building since 1988 when negotiations began between the unions and the National Railway Labor Conference representing management, but unresolved issues include wage increases, work rule changes and employee contributions to health-care costs. A Presidential Emergency Board named a year ago submitted non-binding recommendations in January 1991 and a 30-day cooling-off period required by the Railway Labor Act was extended for 60 days because of the Persian Gulf war.

The special panel, which must include one member from the previous board, may listen to arguments from both sides but must treat the earlier recommendations with a "presumption of validity." These include total wage boosts of about 21 percent over four years, an increase in the basic day for train crews from 108 to 130 miles and a sharing of health-care costs between employers and workers. Many rail employees have not received pay increases for the past three years, leading to considerable dissension on this point. Another contentious issue still to be resolved is the size of train crews, as the railroads push for a reduction from four or three persons to two on many trains. The final decision of the special board will be binding on all concerned and cannot be appealed to the courts.

Thus, the railroads are back in business, though many rank-and-file workers--and managers--are uneasy about what the pending decision will mean to themselves and their companies.



CONSOLIDATED RAIL CORPORATION  
Philadelphia Division



THROUGH FREIGHT TRAIN SERVICE - EASTBOUND  
(Corrected to April 1, 1991)

TRAIN Frequency	MAIL-4 Mo	MAIL-4M Daily	MAIL-8 Daily	MAIL-8M Daily	MAIL-44 Ex Mo-Tu	TV-2 Ex Mo	TV-2 Mo	TV-62 Ex Mo-Tu	TV-62H Mo	TV-234 Ex Mo-Tu	ALCA Daily	ALCS Daily	ALOI Daily	ALPG Daily	ALSE Daily
HAGERSTOWN, MD.....Lv	from E. St. Louis	.....	from Chicago	.....	from E St Louis	from Chicago	from Chicago	from Chicago	.....	0030*	.....	.....	.....	.....	.....
ENOLA, PA.....Lv	2325*	2340	0330*	0410	0140*	1910*	1910*	0015*	0430	.....	from Allen-town	.....	.....	from Allen-town	.....
HARRISBURG.....Lv	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
ENOLA.....Ar	0100	0110	0455	0540	0330	2040	2040	0215	0630	0500	2330	1630	.....	0045	.....
WEST READING.....Ps	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
READING.....Lv	.....	0200	.....	0625	.....	2145	.....	.....	.....	.....	0115	1745	.....	0230	.....
PHOENIX.....Ps	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	0145	1815	.....	0300	.....
ABRAMS.....Ar	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	0445	.....
WEST FALLS.....Ar	.....	via Morrisville Line	.....	via Morrisville Line	.....	via Morrisville Line	.....	.....	.....	.....	0315	2030*	.....	0600	.....
PHILA (Belmont).....Ps	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	0330	.....	.....	0615	.....
PHILA (Zoo).....Ps	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	0800	.....
SOUTH PHILA.....Ar	.....	0350	.....	0745	.....	2330	see Note	see Note	see Note	.....	0730	.....	.....	.....	.....
CAMDEN, NJ.....Ar	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2100 to CSXT	.....	.....	.....
MORRISVILLE, PA.....Ar	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
PHILA (Park Jct.).....Ps	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
STONEY CREEK.....Ar	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
ALBURTIS.....Ps	0215	.....	0555	.....	0430	via Amtrak	2240	0315	0730	0600	.....	.....	.....	.....	.....
ALLEN TOWN.....Ar	.....	.....	.....	.....	.....	2340	2340	0345	0800	.....	.....	.....	.....	.....	.....
ALLEN TOWN.....Lv	.....	.....	.....	.....	.....	2355	2355	0430	0845	.....	.....	.....	.....	1400	2000
MANVILLE, NJ.....Ps	0500	.....	0800	.....	0650	0140	0140	0635	1050	0830	.....	.....	.....	1700	2200
OAK ISLAND.....Ar	.....	.....	.....	.....	.....	.....	.....	0845	1300	.....	.....	.....	.....	1900	.....
KEARNY.....Ar	0630	.....	0915	.....	0820	0150	0330	(Port-side)	(Port-side)	1000	.....	.....	.....	.....	2330*
NORTH BERGEN.....Ar	.....	.....	1000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	0430 to Selkirk

TRAIN Frequency	CAAL-A Ex Mo	CAAL-B Ex Su	CGOI Daily	CSAL Daily	ELMO Mo-We-Fr from	ENBE Daily	ENMO Daily	ENOI Daily	PGAL Daily	PIAL Daily	PICA Daily	PIOI Daily	PISC Daily	ROEN Daily	SRAL Daily
HAGERSTOWN, MD.....Lv	.....	.....	.....	.....	Elkhart	.....	.....	.....	.....	from Conway	from Conway	from Conway	from Conway	1100*	0715*
ENOLA, PA.....Lv	.....	.....	.....	.....	0800*	0930	1300	0830	.....	0530*	0230*	0730*	1800*	.....	.....
HARRISBURG.....Lv	.....	.....	.....	.....	0900	1030	.....	.....	.....	from Phila	.....	.....	.....	.....	.....
ENOLA.....Ar	from Camden	from Camden	.....	from Phila	1100	1430	1630	1100	1615	0745	0415	1000	2100	.....	1400
WEST READING.....Ps	1530	.....	.....	0330	1215	1600	.....	1145	.....	0900	.....	.....	.....	.....	.....
READING.....Lv	.....	0330	.....	.....	.....	.....	.....	.....	.....	.....	0530	.....	2245	.....	.....
PHOENIX.....Ps	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2315	.....	.....
ABRAMS.....Ar	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WEST FALLS.....Ar	.....	.....	.....	.....	via Morrisville Line	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
PHILA (Belmont).....Ps	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	0705	.....	0155	.....	.....
PHILA (Zoo).....Ps	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	0720	.....	.....	.....	.....
SOUTH PHILA.....Ar	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
CAMDEN, NJ.....Ar	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1150	.....	.....	.....	.....
MORRISVILLE, PA.....Ar	.....	.....	.....	.....	1500	.....	2100	.....	.....	.....	.....	.....	.....	.....	.....
PHILA (Park Jct.).....Ps	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
STONEY CREEK.....Ar	.....	.....	from Corning	.....	.....	.....	.....	.....	.....	.....	.....	.....	0215	.....	.....
ALBURTIS.....Ps	1700	0500	0445	.....	1745	.....	.....	1400	1745	1030	.....	1159	.....	.....	1615
ALLEN TOWN.....Ar	1745	0600	1330*	0545	1830	.....	.....	1445	1845	1215	.....	.....	.....	.....	1700
ALLEN TOWN.....Lv	.....	.....	1500	.....	.....	.....	.....	1530	.....	.....	.....	.....	.....	.....	.....
MANVILLE, NJ.....Ps	.....	.....	1730	.....	.....	.....	.....	1730	.....	.....	.....	1530	.....	.....	.....
OAK ISLAND.....Ar	.....	.....	1900	.....	.....	.....	.....	1830	.....	.....	.....	1705	.....	.....	.....
KEARNY.....Ar	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
NORTH BERGEN.....Ar	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

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

(WESTBOUND SCHEDULES WILL  
APPEAR IN JUNE "CINDERS")

NOTE: Works at Allentown Intermodal Terminal

KEY TO TERMINAL ABBREVIATIONS:

- AL - Allentown
- BE - Bethlehem
- CA - Camden
- CG - Corning, NY
- CS - Rocky Mount, NC (CSXT)
- EL - Elkhart, IN
- EN - Enola
- MO - Morrisville
- 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)

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PHILADELPHIA CHAPTER  
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