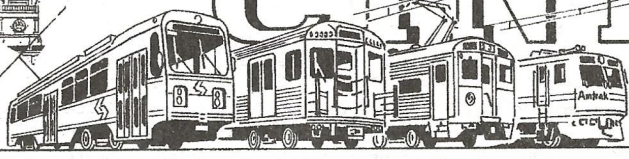


CINDERS



OCTOBER 1998

IN THIS ISSUE

Philadelphia Chapter News.....	1, 2
ON THE SCENE, by El Simon.....	3
PHILADELPHIA EXPRESS, by Frank Tatnall.....	5
Extra List.....	7
CSX Baltimore Service Lane Schedules.....	9
Regional/Shortline Motive Power Roster, Part I....	11

Volume 59 Newsletter of the Number 9
PHILADELPHIA CHAPTER
 National Railway Historical Society Inc.
 Post Office Box 7302
 Philadelphia, Pa. 19101

MEETING NOTICE:

FRIDAY EVENING, OCTOBER 16, 1998
FACULTY CLUB, Alumni Hall, Thomas Jefferson University,
 1020 Locust Street, Philadelphia, PA (three blocks south
 of Market East Station)
 Dinner at 6:15 PM (\$19.00 per person), Meeting at 7:30 PM
 Parking in Wills Eye Hospital garage, 9th Street above Locust
 (\$5.00 after 6 PM), or Parkway Garage, also 9th above Locust
 (\$5.75 after 6 PM), Downtown Garage, Walnut Street east of
 10th (\$5.00 after 6 PM)

Our October 16, 1998 meeting features YOU! What did you photograph this past summer season? This is our annual Members' Slide Program in which you are able to screen slides of what your rail activities were during the active 1998 summer season. Whether they're slides from the 1998 Syracuse Convention, other trips you've taken to record the closing months of Conrail operations, please share them with your fellow members.

At the September 18 meeting, a misunderstanding prevented the sit-down dinner. However, we have been assured that this month, the sit-down dinner will take place, and will continue in the future, provided there is sufficient support of this service. The dinner will be served in the Faculty Club, at a cost of \$19.00 per person, beginning at 6:15 PM. DINNER RESERVATIONS ARE MANDATORY, AND MUST BE MADE BY TUESDAY EVENING, OCTOBER 13, 1998 to Member Bill Gardiner at 215-632-7016. This is a strict deadline, and you MUST specify when ordering if you desire a fish dinner. PLEASE CALL BILL GARDINER to make this reservation. Thank you.

On Friday, November 20, 1998, we will present our annual Railroiana Auction! Start sorting through your collections for excess material now, and inform a friend so we can make this a successful event.

Boscov's Donates Train Sets for Raffle

Boscov's Department Stores, who so generously donated an "O" gauge K-Line Reading Lines train set to our Chapter for an FP7 fund-raising raffle last year, have this year promised Treasurer Charlie Van Reed that they will become involved again and are donating both an "O" and "HO" gauge trainset to the Chapter.

The K-Line "O" gauge set features a Reading GP39-2, four different Reading hopper cars, a Reading double-door box car, Reading gondola, and all trailed by Reading extended-vision caboose #94104. This set is one of 600 sets made exclusively for Boscov's, and retails for \$499.99.

Also produced by Bachmann in "HO" scale for Boscov's this year is a four-car passenger train headed by a Reading 2-8-0 Consolidation steam locomotive. Included in the consist is a combine, coach, dining car and observation car. This exclusive set has a retail value of \$149.99.

During October, each Chapter member will receive a letter and a set of raffle tickets to either purchase themselves or sell to friends as a means of supporting our ongoing FP7 #903 project, and reducing our indebtedness as well as assisting with the costs of rewiring the locomotive, installing event recorder and cab signal equipment. Detailed information will be mailed separately, so please be on the lookout for it. We thank Boscov's in advance for their strong support of Philadelphia Chapter and the FP7 restoration project.

Chapter Sets 1998-99 Meeting Dates

Philadelphia Chapter has returned to the Thomas Jefferson University Alumni Hall, 1020 Locust Street, in center city Philadelphia, for its 1998-99 meeting season. The following are the scheduled meeting dates for the coming meeting season, all Friday evenings. Alternate location for meeting is indicated.

September 18, 1998	February 19, 1999
October 15, 1998 (FACULTY CLUB)	March 19, 1999
November 20, 1998	April 16, 1999
December 11, 1998 (FACULTY CLUB)	May 21, 1999
January 15, 1999	June 11, 1999

Please note that the December 11, 1998 and June 11, 1999 meeting dates are the second Friday of the month.

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

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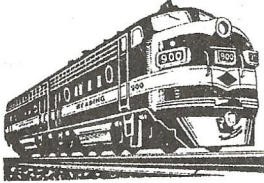
MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Eakins Lounge, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner at 6:15 PM (\$19.00 per person), Meeting 7:30 PM.

ANNUAL MEMBERSHIP DUES: \$31.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only status.

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 Editor 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



MICHAEL F. HOPKINS PLAQUE CEREMONY OCTOBER 10

The FP7 Committee cordially invites Philadelphia Chapter members and friends to attend the dedication of a plaque in memory of our late Equipment Chairman, MICHAEL F. HOPKINS, to be held on Saturday, October 10, 1998, at 2 PM. The ceremony will take place in Pocopson, Pennsylvania, where the locomotives are stored. It is located on Pennsylvania Route 926, just west of Route 100 in Chester County.

Following the plaque ceremony, light refreshments will be served. Those planning to attend are asked to contact Equipment Chairman Bob Morris at 610-543-8010.

There are presently two fund-raising efforts ongoing to provide funds for the continuing restoration of Reading FP7 #903. First is the "Friend of 903" campaign, with contributors of \$15 or more receiving a handsome metal pin created by Chapter Member Joe Mannix. Details can be found on Page 2 of August **Cinders**.

Also, Boscov's Department Stores have generously arranged to donate two train sets to our Chapter for raffle, and details on this will be found on Page 1 of this issue. Members will receive a special mailing during October containing a letter from Treasurer Charlie Van Reed, as well as a number of raffle tickets.

Chapter Dues Notices to be Mailed This Month

Dues renewal packages for Philadelphia Chapter and NRHS National should be in the mail by late October. Editor Larry Eastwood, who handles dues notices for the Chapter, urges members to respond as early as possible to help ease the administrative burden. The combined Chapter and national dues remain at \$31 for the year 1999.

Separate dues notices will also be mailed this month to Chapter-only members who maintain their national membership through another chapter. Chapter-only dues remain at \$16.

Chapter Member Authors Philly Transit Book

Trains, Trolleys & Transit is the title of a forthcoming book covering rail transit in the Philadelphia area, compiled by Philadelphia Chapter Member Gerry Williams. Due for publication by the Railpace Company in November, the 112-page softcover book provides historical background on all Regional Rail, trolley and trackless trolley lines in the area, along with color photos and a detailed description of all the routes from a railfan's perspective.

The book will retail for \$29.95, but a special pre-publication price of \$25 postpaid is in effect when ordered by October 15, 1998. The address is: Railpace Company, Inc., P. O. Box 927, Pisataway, NJ 08855-0927, with check or money order payable to "Railpace Company." Credit card orders may be placed by telephone to 732-752-6355.

Dinner Set at October Chapter Meeting

Due to a misunderstanding with the Jefferson University staff, the announced dinner prior to the September 18 Philadelphia Chapter meeting was cancelled. But it was decided to schedule a dinner prior to the October 16 meeting, in order to gauge the level of members' participation. The cost will be \$19 per person, with reservations accepted by Bill Gardiner at 215-632-7016.

CHAPTER HAS TABLE AT WILMINGTON SHOW

A large turnout enjoyed a sunny and warm day at the 10th annual Delaware Transportation Festival on September 26. Philadelphia Chapter's sales table at the Wilmington Amtrak station was staffed by Roger Cole, Sheila Dorr, Larry Eastwood, Dave Kopena, Roger Soukup, Frank Tatnall and Doug Watts.

Equipment displays included Amtrak P42 locomotive #107, AEM-7 #917, refurbished dinette 43352, coach 21944 and original Viewliner sleeper 2301. Norfolk Southern furnished GP59 #4640 in Operation Lifesaver paint, while Wilmington & Western had SW-1 #114, a coach and caboose. SEPTA ran excursions to and from Marcus Hook with four Silverliner IV MU's: 299 (in new striping), 284, 109, 110.



Amtrak's Beech Grove facility has been equipping the passenger carrier's box cars with truck modifications which allow higher speeds when empty. Just as well, too, as express business seems to be on an upward course. Thus, the new Philadelphia-Chicago train set to debut in November is coming as more of this business (and added trains) are rumored to be in the wings. The new Chicago train (currently the Pennsylvanian) will be renamed as a result of an employee competition. Present plans are to use Amfleet II cars, although I really don't know where these will come from (perhaps some accident-damaged cars may be finally back on line by then). Food service will be similar to that on Corridor trains (i.e., sandwiches, snacks, beverages). Several spare Amcafes are at Chicago and will likely be utilized on the new train.

One rumor has it that by next spring, a Boston-St. Louis Superliner train may be a break-off from the Lake Shore Limited, supported completely by head-end revenues. The rumored route would follow the present route to Cleveland, then operate via Columbus, Cincinnati and the former B&O route to St. Louis. The present Lake Shore would then be a New York-Chicago train.

With the October time change, an additional San Diegan round trip will be added, and it will be created without requiring any additional equipment.

The forthcoming Boston-Portland (ME) service will operate via Guilford's Lowell line to Wilmington, MA, then via the "Wildcat" branch and the "Western" route plus Guilford's freight route into Portland. Each of the four daily round-trips will make as many as seven intermediate stops.

One of the potentially far-reaching Amtrak initiatives was announced recently. The states of Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Nebraska, Ohio and Wisconsin have said they will join with Amtrak to plan upgraded services on various routes out of Chicago. Most changes will take place on present routes radiating from the Windy City, but there are some surprises. The Chicago-Minneapolis service will be re-routed to serve Madison, the Wisconsin state capital. Two new segments would be added, one from Milwaukee to Green Bay, WI and the other from Chicago to Omaha, NE via the old Rock Island route through Cedar Rapids and Des Moines. The plan is to upgrade trackage to permit faster speeds and possibly acquire additional equipment as well. This proposed scheme would seem to separate two dissimilar segments of the Intercity SBU.

There is plenty of motive power and equipment news to report from Amtrak this month. The proposed sale of four FL9 units to a Cape Cod tourist operation has apparently fallen through and the units have never left Delaware. P42 Genesis units 77 and 95 have been out of service since a serious grade crossing accident in June and are at Beech Grove. P40's 808 and 826 have been noted in the newest Amtrak scheme (blue like the Northeast Corridor P42's), joining 815 in colors that match the current passenger equipment scheme.

The F40 situation looked like this as the summer ended: there were 22 units at Los Angeles: 220, 223, 229, 231, 238, 250, 254, 293, 297, 328, 334, 340, 353, 364, 365, 367, 369, 372, 378, 390, 393 and 395. Four additional Los Angeles-based units appear to be assigned to Seattle trains, and they are 298, 388, 389 and 397. Ten F40's are at Chicago for use as third and fourth units on Trains 3 and 4, Southwest Chief. These include the 217, 230, 259, 270, 294, 308, 313, 350, 377 and 402. Three units are leased to the Florida Fun Train: 354, 358 and 374, with the 354 having been damaged in an August grade crossing accident in the Sunshine State. F40's 245 and 286, assigned to Rensselaer, are in Philadelphia-area work train service. Other Rensselaer-based units are the 203, 206, 207, 210, 216, 226, 227, 228, 241, 243, 244, 247, 258, 260, 265, 268, 271, 273, 274, 278, 280, 287, 288, 291, 300, 301, 316, 323, 394, 411, 413 and 414, with most of these units in New Haven-Boston service. Meanwhile, the 305, 315, 391 and 400 are at Washington, DC and can usually be found on Richmond and Newport News trains.

Other assignments for the F40's are the 261 at Wilmington shops as a training unit, and the 334 and 367 in Canada on the American Orient Express. In early, September, units 302, 314, 322, 384, 385, 386, 387, 392, 396 and 398 were apparently being readied for a lease assignment to Norfolk Southern, perhaps for use on RoadRailer trains.

Former GO Transit GP40TC's 196 and 198 are stored, and the 195 is at Dallas, TX. Dual-mode Genesis P32 #713 has been at the General Electric plant at Erie, PA, since a July electrical fire in the New York area. Most of the 500-series General Electric P32's work local service out of Chicago, with some units routinely operated to Oakland on Trains 5 and 6, California Zephyr.

New F59's 450-460 were in use or enroute to California except one being held at Albany for modifications.

AEM-7 #901, severely damaged in the "Portal" drawbridge derailment, is slowly being reconstructed at Wilmington shop, with any completion many months away. Partner AEM-7 #910 from that accident has been returned to service, and the 916 appears to be the prototype unit in the rebuilding program.

The five-car Turbo trainset being rebuilt by Super Steel near Scotia, NY consists of power units 155 and 158, cafe 183 and coaches 170 and 172.

Most of the 11 locomotives and 66 cars owned by California are assigned to Emeryville (Oakland) for the San Joaquins and Capitols. The remaining equipment (three locomotives, five coaches, three diners and three cab-coaches) are assigned to Los Angeles, where they protect two San Diegan consists. (Continued on Page 4)

ON THE SCENE (Continued from Page 3)

Work continues at Beech Grove on the tenth cab-baggage unit, to become the 90252. Meanwhile, 12 former Metroliner cab cars remain (six San Diegan, six Vermonter), and some of the Northeast cars have either been refurbished or are currently being redone. The cars in Los Angeles will ultimately be replaced by new California cars.

The 18th of the dormitory cars to be rebuilt at Beech Grove is the 2517, former 2933-Pacific Skies, released on September 3. Six other cars are now under construction at Beech Grove, with only one more car remaining to enter the program. Reports suggest that these cars will gain a small smoking lounge in the space once occupied by four bedrooms. Until dorms 2518-2524 are released, sleepers 2880 and seven 2400-series cars (the last true 10-6 sleepers in active Amtrak service) will continue to operate.

Meanwhile, there has been no word on the project to rebuild some Heritage diners at Beech Grove.

Baggage car 1854 was released from Beech Grove on September 13 -- it was originally car 1000, built for Canadian National. The 1850-1854 are equipped with ski and bicycle racks. The plan is to assign them with the 1851 and 1853 wearing Adirondack logos, the 1852 and 1854 Ethan Allen logos, and the 1850 as a spare.

Amtrak has been pleased with the reaction to the prototype AmLounge II rebuilt with an enclosed smoking room and has begun to rebuild the remaining 24 cars at Chicago. It is understood that all of the cars will receive names (the prototype was Chicago Club).

Bear (DE) facility expects to begin turning out enhanced "Capstone 2001" Amfleet cars for Northeast-Direct trains. A coach, Custom Class and bistro car will be the three planned versions, although consideration is being given to a fourth type. No booth seating or first-class service will be offered.

Horizon coach 54553 may be the first to be run through an enhancement program for Chicago-St. Louis-Kansas City service.

Amtrak's Northeast Corridor ridership during July of this year was over 1,036,000 passengers, the highest number since March 1995, and a six percent increase over July of 1997. This marked the 17th consecutive monthly increase over the previous year's numbers.

The vintage ex-New Haven catenary between the New York-Connecticut state line and New Haven will be rebuilt in four stages between 1999 and 2002.

The "American Flyer" name for the new high-speed trainsets is apparently a term applied by the manufacturer, and Amtrak will come up with a name of its own for the new equipment prior to revenue service.

~~VIA Rail Canada's corridor services between Quebec City, Montreal, Ottawa, Toronto, Windsor and Sarnia are protected by 20 LRC trainsets and five sets of rebuilt standard coaches (what Amtrak terms "Heritage" cars). All of these are short trains, rarely exceeding five or six cars. Usually, a "VIA-1" first-class car is included. There are no food-service cars, but passengers are served by a food cart at your seat.~~

September 1998 marked the 40th anniversary of the cutbacks of trackage on the Pennsylvania-Reading Seashore Lines in Ocean City and Wildwood. Steam operation in Ocean City had ended after the summer of 1955 and only a few steam trains apparently operated to Wildwood after that date. November 1957 had seen the end of any steam operation out of Camden.

As a result, there was no need to retain the servicing facilities, wyes or loops associated with the steam age. Moreover, the outer ends of both lines involved block after block of grade crossings and the reduced volume of passengers and equipment could easily be handled at each city's main station. So, Ocean City lost the stations at the Gardens and 4th Street while Wildwood saw both Wildwood Crest and Andrews Avenue eliminated.

Diesel trains (and the Budd RDC's, of course) would run throughout the 1966 season, the transition year in which all service was rerouted to 30th Street Station in Philadelphia to allow for PATCO High-Speed Line construction. The following 1967 season featured a reduction in service sufficient to permit operating trains on these lines with Budd RDC's. Through train service from Atlantic City to Philadelphia with Baldwin AS16 diesels and coaches did operate until September 30, 1969, at which time service was cut back to Lindenwold.

The movie "Niagara", starring Marilyn Monroe, made the television rounds again recently. This film was made in 1953 during an era where the intercity buses were ACF's and the "Maid of the Mist" boats at Niagara Falls were steam-powered. This was also a time when many a honeymoon was still spent at "The Falls".

Going to Niagara Falls, you could catch the Maple Leaf out of Reading Terminal each evening at 8:20 PM. This was actually a connecting Reading train with a through Toronto sleeper. By mid-1954, these cars were rebuilt standard Pullmans with roomettes and bedrooms and, in some cases, sections. Coach passengers had to change at Bethlehem to the through Lehigh Valley train from New York. If the station restaurant wasn't open, passengers had a few minutes before the cafe-lounge on the train shut down, as it was detached at Lehighton shortly after 10 PM. Six hours later, the Buffalo section was detached at Depew, NY, and road switchers took the Toronto section to Niagara Falls, Suspension Bridge (the crossing of the Niagara gorge still used by Amtrak) and deposited our romantic couples in Niagara Falls, Ontario just before 6 AM. A Canadian National parlor-grill, new in 1954, was added for the trip on to Toronto.

Our returning honeymooners might have enjoyed the view of the Falls by night, but their train was due out of Niagara Falls about 9:45 PM. Coach passengers did not enjoy the luxury of reclining seats unless they were lucky enough to be placed in the through Canadian National car between Toronto and New York. Early morning risers could enjoy a quick breakfast out of Lehighton just after 5 AM, but they had less than an hour before reaching Bethlehem. Once again on the Reading, the train arrived at Reading Terminal about 7:45 AM (about a half-hour later on Saturdays). Yes, I know that the other railroad with red cars also ran from Philadelphia to Buffalo, but that wasn't as convenient as through service to Niagara Falls and Toronto, to be sure.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA last month introduced a "new look" for its refurbished Silverliner IV MU cars, as #299 emerged with bright blue and red decal stripes along the window area. The car also features the stylized SEPTA logo on each side next to the vestibules and on the car ends beneath the engineer's window. The 299 is a prototype to evaluate the design which eventually will be extended to the entire 231-car General Electric MU fleet as it receives the interior remodeling now in progress.....Carbodies for the ten new push-pull coaches ordered from Bombardier (see February Cinders) are being built at the former Hawker Siddeley plant in Thunder Bay, ON. Assembly will be completed at Plattsburgh, NY as an add-on to a larger order for METRO-NORTH, with delivery due in late 1999.



Although SEPTA and Transport Workers Union Local 234 still have not finalized their transit contract, the Railroad Division and TWU Local 2013 agreed on a new contract in August covering 218 rail mechanics. The three-year pact includes a nine-percent wage increase and improved benefits.....SEPTA and the Brotherhood of Railway Carmen also reached agreement on a new contract in August, following the same pattern as with the TWU mechanics.....SEPTA this month may choose a consultant for a feasibility study to extend R3 rail service from Elwyn to a new terminal at Wawa.

Service on the Reading side of SEPTA's rail system ground to a halt during the evening rush hour of September 10. The 50-minute power outage reportedly was triggered by someone who tossed a metal umbrella into the catenary near the East Falls station, tripping a breaker at the Wayne Junction substation. Power was restored to all lines at 6:33 PM, except for the R6 Norristown Line which continued to operate shuttle buses.....Buses were also used during two weekends last month as work progressed on the Cresson Street viaduct in Manayunk. They ran between Elm Street in Norristown and Wissahickon station in Roxborough.....SEPTA has a number of parking lot expansion projects in the works. Completed in late August was the addition of 210 spaces at the R5 Whitford station

in Chester County, with a 50-cent daily parking fee.....Norristown Borough Council has approved a plan for a multi-level parking garage at SEPTA's Norristown Transportation Center.

SEPTA loaned a six-car push-pull set to AMTRAK on Friday, September 25, to cover the Clocker assignment of a train used for the Reading-Philadelphia special reported below. SEPTA also plans to lease a push-pull set to Amtrak for use over the Columbus Day weekend.....Contrary to what was reported here earlier, SEPTA's AEM-7 locomotives will not require the immediate installation of ditch lights, because they are already equipped with roof-mounted strobe lights. The same applies to the cab cars.

SEPTA will soon proceed with the historically-accurate restoration of Strafford, Radnor and Allen Lane stations, under the Federal government's Livable Communities Initiative. Radnor has also been designated a key station under the Americans with Disabilities Act, which will require it to be made fully accessible.....Restoration of the 1858-vintage Overbrook station, which has been halted for months because of the contractor's default, should resume within the next two months with a new contractor. This is the oldest extant railroad station in the Philadelphia area, although it has been closed to the public for several years.....Chester station, which dates from 1903, is probably SEPTA's most dilapidated railroad station. But the Beaux-Arts-style building will receive some \$6 million in improvements starting in December, with the waiting room area to be restored as closely as possible to original condition. It has been renamed the Chester Transportation Center, as 85 percent of its 4,500 daily users are bus passengers. The building is leased from AMTRAK.

Nearly three months after settlement of the 40-day strike against SEPTA's City Transit Division and Frontier District, no formal contract has been signed. TWU Local 234 President Steve Brookens said last month that he had tired of waiting for ratification by the SEPTA board, and would file a complaint with the Pennsylvania Labor Relations Board charging SEPTA with an unfair labor practice. The parties reached a verbal agreement to end the strike on July 10, but then failed to put it in writing. The union now claims that only two issues remain to be settled--workers compensation for injured employees and the hiring of part-time drivers--but SEPTA insists that seven issues are still unresolved.

Brookens, who the Daily News reports is considering a run for a City Council seat, has hinted darkly that his members might even resume the strike if a final contract is not signed by the time their first three-percent pay increase is due in December. "I do not believe SEPTA can afford another strike," Brookens declared. However, the tough-talking union leader did back down on a threat to again picket the Democratic National Committee team, which arrived in Philadelphia September 15 to evaluate the City as a possible site for the party's year 2000 convention. The team had retreated from the TWU pickets when it first visited in June.

SEPTA is making progress in luring back the thousands of riders who deserted the system after the June-July strike. In mid-July transit ridership was down as much as 28 percent, but the loss was cut to about ten percent by mid-September. SEPTA already has forgone almost \$5 million in revenue with the free-fare days

(Continued on Page 6)




PHILADELPHIA EXPRESS (Continued from Page 5)

during July's "Welcome Back" effort, and plans to spend at least that much in a massive advertising campaign to recover lost ridership and gain new customers. But in spite of the strike, which began June 1, SEPTA reported an operating surplus after subsidies of \$1.3 million for the month, and a small surplus of \$194,000 for the fiscal year ended June 30.....SEPTA is working to upgrade its 257 separate computer systems to avoid the so-called "millennium bug" which could disrupt many computer systems on January 1, 2000. SEPTA has identified 87 of its systems as "critical," and 30 percent of these are now in compliance.

Bid packages have gone out for 12 new articulated low-floor trolleys, in connection with the \$48-million Girard Avenue light-rail project. Most of the new cars would be assigned to the subway-surface lines, with 15 or more of the present Kawasaki cars transferred to the rebuilt Girard Avenue line, due to begin service in 2002. No date has been set for receipt of bids on the new cars.....By mid-September, 68 of the 220 new M4 Market-Frankford cars had been delivered by ADtranz. But there are continuing problems with the Westcode-supplied microsystems which control door operation, requiring a retrofit of the first 60 cars.....The new Route 123 express bus service between 69th Street Terminal and King of Prussia Mall made an impressive debut on September 14, and was carrying over 400 daily passengers in its first week. The new service was begun as a cooperative effort with the United Transportation Union representing Suburban drivers.

SEPTA has released the consultants' feasibility report on the proposed Schuylkill Valley Metro, which would offer service on the 62-mile corridor between Philadelphia and Reading. The project was found to be feasible, with the preferred light-rail alternative estimated to cost \$716.9 million in capital funding and the less-favored commuter rail alternative \$401.4 million. The former would operate on new trackage separated from the existing Conrail freight line, while the latter will require "extensive sharing of (freight) tracks and acceptance of slower running speeds" as well as "significantly higher rail costs." SEPTA staff likely will recommend to the board this month a consultant to carry out the next step--a major investment study and draft environmental impact statement. This will include the proposed extension of the Route 100 Norristown High Speed Line to King of Prussia. The 15-to-21-month study will be partially funded by BARTA, the Reading-area transit authority which is jointly supporting the Schuylkill Valley project.

 The level of AMTRAK's funding for Fiscal Year 1999 that starts October 1 was still unknown as Cinders went to press. The fate of the government's transportation spending bill, which includes Amtrak, was in the hands of a Senate-House conference committee appointed late last month. Amtrak and its supporters were backing the "bare-bones" \$609-million package approved by the House, rather than the \$555 million that cleared the Senate..... Philadelphia Mayor Edward Rendell has received the AMTRAK President's Award for State Partners for his role in the decision to site Amtrak's Northeast Corridor headquarters and new reservation sales center in Philadelphia, and "for having repeatedly mobilized support for Amtrak at the Federal level" (Railway Age).

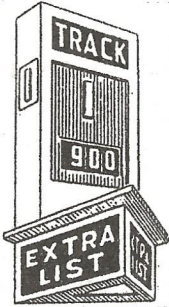
Over the weekend of September 12-13 AMTRAK took the first steps toward elimination of "Zoo" and "North Philadelphia" towers, by placing in service the new "Mantua" and "Girard" interlockings on either side of the Schuylkill River bridge. These interlockings, at milepost 87.2 and 87.7 respectively on the New York mainline, are now remotely controlled by the CETC 6 dispatcher in the control center at 30th Street Station. For the time being, "Zoo" remains in service as an interlocking station on the mainline to Harrisburg and the 36th Street Connection, but will be completely eliminated along with "North Philly" before the start of the new high-speed service late next year or in 2000. These are the last two active towers on the Northeast Corridor between Washington, DC and Rahway, NJ. During the cutover period, Amtrak maintained train service but SEPTA was forced to suspend the operation of R7 Trenton and R8 Chestnut Hill West trains through the area.

AMTRAK held a "Family Day" open house at its Wilmington shop on September 12, which Amtrak decided to open to the public in spite of what was printed here last month. On display were P42 Genesis unit #107, coach 21211 and AEM-7 #910, along with many other attractions and lots of free food. Visitors were allowed to wander through the locomotive shop, where several AEM-7's were in for rebuilding or mid-life overhaul, as well as a pair of E60's. Chapter members spotted were Howard Bender, Larry Eastwood and Sam James, along with the writer.....Redevelopment of AMTRAK's North Philadelphia station area may now get underway, as Pathmark said last month that it will build a \$6-million supermarket. The 97-year-old station, long vacant, will also be renovated.

AMTRAK ran an eight-car special train over CONRAIL's mainline from Reading to 30th Street Station, Philadelphia, and return on Friday, September 25. Hauled by F40 #227, the train was chartered by the Historical Society of Berks County to mark the 250th anniversary of the City of Reading.....AMTRAK ran a special train from Harrisburg to Philadelphia and return for the Philadelphia Eagles-Seattle Seahawks football game at Veterans Stadium on Sunday, September 6. Another special, leaving Harrisburg at 9:10 AM on October 11, is scheduled to operate to the Eagles-Washington Redskins game that day. An overnight train will depart Philadelphia on Saturday, November 15, for the November 16 Philadelphia Eagles at Washington Redskins game. For information on this and other NFL game rail specials, call Major League Vacations at 1-888-60-TO-NFL (468-6635).....AMTRAK has begun painting yellow warning stripes on its low-clearance highway underpasses.....Railpace reports that AMTRAK Engineer Joe Boder, 75, made his last run from Harrisburg to Philadelphia on June 2, after 53 years of service on the Pennsy, Penn Central, Conrail and Amtrak. He hired out in 1945 as a steam locomotive fireman.

AMTRAK figures for Fiscal Year 1997 show that its total ridership at stations in Pennsylvania exceeded 4.1 million passengers. This included 3,425,000 at 30th Street station, second busiest in the Amtrak system, 112,252 at Pittsburgh, 180,635 at Harrisburg, 186,426 at Lancaster, 49,424 at Paoi, 30,443 at Ardmore and 20,368 at Downingtown. Amtrak employed 2,872 Pennsylvania residents, who were paid \$111 million in wages.....The Northeast Corridor now has its own web site: www.northeast.amtrak.com.

Brand-new CONRAIL SD70 locomotives, just released from Juniata shop, made several trips to Philadelphia last month. On at least three occasions a pair of the new units, built to NORFOLK SOUTHERN specifications, appeared on Conway-to-Camden train PICA, the most recent occurrence being on September 24 when #2566 and 2564



SEPTEMBER 25-NOVEMBER 1, 1998: Washington, DC Union Station celebrates its 90th year with an exhibition entitled "A Station Reborn". The exhibit covers the nine-decade journey through Washington's transportation history and includes a glimpse into the future, including Amtrak's Northeast Corridor high-speed service. Exhibit is free, open daily 10 AM-9 PM.

OCTOBER 10: Lancaster County "Trains Are Us" Train Meet at Paradise Fire Company, Route 30 & Leacock Road, Paradise, PA, 9 AM-3 PM. Model trains, railroadiana, food, door prizes. Admission: \$2 adults, children under 12 free. For information, telephone 717-295-4584.

OCTOBER 10: Railfest at the two-foot-gauge Haluwasa Shore Line Railroad, Camp Haluwasa, off Route 30, Ancora, NJ. For information, telephone 609-561-3081.

OCTOBER 10-11: Annual Fall Spectacular at East Broad Top Railroad and Rockhill Trolley Museum, Rockhill Furnace, PA. Four narrow-gauge locomotives with passenger and freight trains, doodlebug and trolleys will be in operation. For information, telephone 814-447-3011.

OCTOBER 10-11: Fall foliage specials on Brandywine Scenic Railroad, Northbrook, PA, six miles west of West Chester. Ninety-minute diesel-powered trips through the Brandywine Valley to Cossart, PA and return. Fares: \$10 adults, \$9 seniors (55 and over), \$8 children (2-12). For information, telephone 610-793-4433. Trips will be repeated October 17-18, 24-25.

OCTOBER 10-11: Fall foliage specials on West Chester Railroad from West Chester to Glen Mills, PA and return. Trains leave Market Street station, West Chester, at 12 Noon, 1:30 and 3 PM. Fares: \$8 adults, \$5 children (2-12). For information, telephone 610-430-2233. Trips will be repeated October 17-18.

OCTOBER 10-11: "Iron Horse Fall Foliage Expresses" featuring ex-Chesapeake & Ohio 4-8-4 #614 from Hoboken, NJ to Port Jervis, NY and return via NJ Transit lines, sponsored by Iron Horse Enterprises and Volunteer Railroaders Association. Train leaves Hoboken Terminal at 9:30 AM, returning to Hoboken about 6:15 PM both days, including three-hour layover in Port Jervis where photo runs will be performed. Fares: \$75 adults, \$50 children (12 and under), \$125 adults in reserved open-window coach, \$250 in luxury parlor car. Order tickets from: Iron Horse Enterprises, Inc., 1 Railroad Avenue, Lebanon, NJ 08833. Visa and MasterCard accepted. For information and reservations, telephone 908-236-2200.

OCTOBER 10-11: Train Show & Sale at Lehigh Valley Limited, Days Inn, Routes 22 and 309, Allentown, PA, 11 AM-4 PM both days, sponsored by Philadelphia Division, National Model Railroad Association. Admission: \$3 per person, under 12 free, family \$10, entrance free on Sunday with paid admission on Saturday. For information, telephone John Nawn at 610-461-8644.

OCTOBER 11: Short diesel-powered excursions on Reading & Northern Railroad from Tamaqua, PA in connection with Tamaqua Heritage Festival. Trains depart at 11 AM, 12:45 and 2:30 PM. Fares: \$10 adults, \$4 children (12 and under). For tickets and information, contact Reading & Northern Passenger Service, P. O. Box 218, Port Clinton, PA 19549-0218 (telephone 610-562-2102 weekdays).

OCTOBER 15: "Delaware & Hudson Canal and the Hudson River" lecture by Peter J. Dwyer of Kingston, NY, who will discuss the last active years of the D&H Canal, at National Canal Museum's Two Rivers Landing Auditorium, Easton, PA, beginning at 7:30 PM. This is part of the museum's fall lecture series, which is free and open to the public. For information, telephone 610-559-6613.

OCTOBER 17: Diesel-powered excursion from Port Clinton to Jim Thorpe, PA and return via Reading & Northern and Carbon & Schuylkill Railroads. Train leaves Port Clinton at 9 AM, arrives Jim Thorpe 11:30 AM, returns at 3 PM, arriving Port Clinton 5:30 PM. Fare: \$20 per person coach, \$135 for private room in heavyweight Pullman car Lehigh Gorge. For ticket information, see October 11 R&N item above.

OCTOBER 17: Fall foliage excursion from Baltimore to Harpers Ferry and Martinsburg, WV and return via CSX's former B&O Old Main Line, using MARC equipment and sponsored by B&O Railroad Museum. Train leaves B&O Museum 8 AM, returns to museum at 7:15 PM via Washington, with four-hour layover at destinations. Fares: \$45 adults, \$30 children (under 12). Order tickets from: B&O Railroad Museum Excursion, 901 West Pratt Street, Baltimore, MD 21223-2699 for pickup on day of trip. For information and reservations, telephone 410-752-2465.

OCTOBER 17-18: "Iron Horse Ramble Foliage Expresses" featuring ex-Chesapeake & Ohio 4-8-4 #614 from Hoboken to Port Jervis, NY and return. For schedule, fares and information, see October 10-11 item.

OCTOBER 18: "Market-Frankford Subway-Elevated Car Change" excursion, featuring one round-trip each between 69th Street Terminal and Bridge Street, using one four-car set of 1960 Budd-built cars and four-car set of new ADtranz cars. First round-trip leaves 69th Street Terminal 10 AM, and entire charter will last about five hours, including lunch break. Trip sponsored by Buckingham Valley Trolley Association. Fare: \$30 per person for BVTA members, \$35 for non-members and day-of-trip tickets. Order tickets from: George Metz, 13 Post Run, Newtown Square, PA 19073-3014, making checks payable to "BVTA" and enclosing stamped, self-addressed envelope. For information, telephone 610-353-4982.

OCTOBER 18: "Autumn Colors Express" from Washington to Harpers Ferry and Martinsburg, WV via CSX's former B&O Old Main Line, using MARC equipment and sponsored by Washington, DC Chapter NRHS. Train leaves Washington Union Station 8 AM, returns at 5:45 PM via CSX Metropolitan Subdivision, with four-hour layover at destination. Fares: \$49 adults, \$29 children (2-15). Order tickets from: Washington DC Chapter NRHS, Autumn Colors Special, P. O. Box 151, Alexandria, VA 22313-0151. For information, telephone 703-273-8440, or visit the Chapter's web site at www.dcnrhs.org/.

OCTOBER 24: Autumn foliage excursion from Harrisburg, Lancaster and Philadelphia to Mystic, CT and return via Amtrak, sponsored by Lancaster Chapter NRHS. Train leaves 30th Street Station 8 AM, returns 10:25 PM. THIS TRIP SOLD OUT.

OCTOBER 24: "Harvest Moon Dinner Special" on West Chester Railroad from West Chester to Glen Mills, PA and return. Train leaves Market Street station, West Chester, at 5 PM. Fare: \$29.50 per person. Reservations necessary by telephoning 610-430-2233.

(Continued on Page 8)

EXTRA LIST (Continued from Page 7)

OCTOBER 24: Hagerstown Roundhouse Museum, Inc. will sponsored "The Battle of Woodsboro" rare mileage excursion from Hagerstown to Woodsboro, MD and return, via former Western Maryland and Pennsylvania Railroad lines. Train leaves Hagerstown (Hump Road loading site) 8:30 AM, returns 6:30 PM. Re-enactment of Civil War Battle of Woodsboro will take place at Woodsboro. Tickets: \$49 adults, \$45 seniors (65 and over), \$20 children (3-12). Order from: Hagerstown Joint Trip Committee, P. O. Box 2858, Hagerstown, MD 21741, enclosing stamped, self-addressed envelope. For further information, telephone 301-739-4665.

OCTOBER 25: Hagerstown Roundhouse Museum, Inc. will sponsor "Autumn Leaves Special" from Hagerstown to New Oxford, PA and return over former WM line. Stops will be made at Gettysburg and New Oxford. Train leaves Hagerstown (Hump Road loading site) 8:30 AM, returns 6:00 PM. Tickets and information: see October 24 item above.

OCTOBER 31: Halloween Lantern Tours, with eerie lantern light, special effects and costumed characters, providing a bewitching evening at the Railroad Museum of Pennsylvania, Route 741, Strasburg, PA. Event included in regular Museum admission charges (\$6.00 adults, \$5.50 seniors over 60, \$4.00 children 6-12). Family admission \$16.00. For information, telephone 717-687-8628.

OCTOBER 31-NOVEMBER 1: "Iron Horse Fall Foliage Expresses" featuring ex-Chesapeake & Ohio 4-8-4 #614 from Hoboken to Port Jervis, NY and return. For schedule, fares and information, see October 10-11 item.

NOVEMBER 7-8: Christmas Open House specials on West Chester Railroad from West Chester to Pratt & Company, Glen Mills, PA and return. Trains leave Market Street station, West Chester at 12 Noon, 1:30 and 3 PM. Fares: \$8 adults, \$5 children (2-12). For information, telephone 610-430-2233.

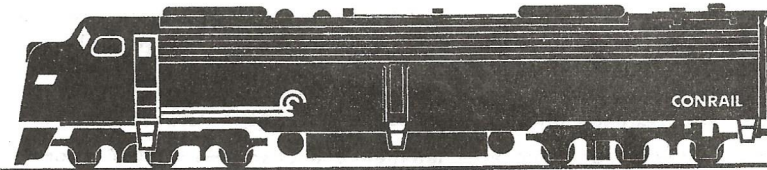
NOVEMBER 7: Black River & Western excursion, sponsored by West Jersey Chapter, NRHS, covering both former CNJ branch from Flemington to Three Bridges and former PRR Flemington branch from Flemington to Lambertville. Motive power will be former CNJ GP7 #1523. Trip leaves BR&W Ringoes station 10 AM, estimated return at 3 PM. Fare: \$25.00 per person. Reservation deadline November 1, 1998. Order tickets from: Norm Seidelmann, 2237 38th Street, Pennsauken, NJ 08110-2242, making checks payable to West Jersey Chapter, NRHS and enclosing stamped, self-addressed envelope. For information, telephone 609-663-1086 or 609-427-9327.

NOVEMBER 11: "Trolleys of West Chester" lunchtime lecture by Author Benson Rohrbeck, 12 Noon at Chester County Historical Society, 225 North High Street, West Chester, PA. Video of Red Arrow West Chester line will also be shown. Admission: \$3 per person (CCHS members free). For information, telephone 610-692-4066.

NOVEMBER 21: Chalfont Boro PBA Train Show & Sale (formerly Abington Train Show) at Lenape Middle School, 313 West State Street, Doylestown, PA, 9 AM-3 PM, sponsored by Chalfont Police Benevolent Association. Admission: \$3 adults, children (under 12) free. For information, telephone Paul Myers at 215-345-5017.

PHILADELPHIA EXPRESS (Continued from Page 6)

headed the train. Twenty-four of the non-AC units are being built in the 2557-2580 series, and feature the standard "Conrail Quality" paint scheme without the white face mask applied to recent AC units.....Even after CONRAIL's official sale in August, its Office Car Special has visited Philadelphia. On September 14 E8's #4022 and 4021 headed an eight-car train out of 30th Street bound for Dearborn, MI. In early October the OCS was scheduled to travel to Jacksonville, FL for a CSX customers' special.



CONRAIL is demolishing the massive, long-abandoned Reading Company grain elevator complex at Port Richmond, Philadelphia. During the summer, crews began knocking down the 110 concrete silos alongside the elevator building, which was still standing in late September but will soon meet its fate. Once a part of the largest railroad-owned marine terminal in the nation, the elevator and its silos were erected

in 1928 at a cost of \$4 million. The Inquirer reports that the demolition is costing Conrail about \$1 million.According to a newspaper report, dealers are enjoying an upsurge in demand for CONRAIL memorabilia since the railroad's sale to CSX and NS. Conrail has said it will donate items of historical value to Pennsylvania's rail museums in Scranton, Strasburg and Altoona.....The first quarter of 1998 was CONRAIL's safest ever, with lost-time injuries declining by 45 percent compared with the same quarter in 1997.....CONRAIL uses remote control "bug" #0--a battery-powered, single-truck device--for shifting locomotives at its Enola (PA) diesel shop (P&R Chapter).....Train PIBA leaving Enola on September 3 for Baltimore had brand-new NS C40-9W #9150 in the lead, indicating that this is one of the NS units now equipped with cab signals and the locomotive speed limiter (LSL) device needed to operate on AMTRAK's Northeast Corridor (Central Pennsylvania Chapter).

NJ TRANSIT has adopted an \$885.4-million operating budget for Fiscal Year 1999, which calls for a three-percent rise in spending but no fare increases (Railway Age).....NS is planning to run an office car inspection trip from Harrisburg to Scranton and return on October 20, via CONRAIL-Sunbury-CANADIAN PACIFIC.....The New Jersey Railroad & Transportation Museum Commission has asked the State Legislature to fund a master plan for the long-sought State transportation museum, which the commission has said should be located in Phillipsburg (West Jersey Chapter).....CSX has decided to try out CONRAIL's very successful Local Area Management system. CR adopted the "LAM" plan in 1996, which divided the railroad into 130 revenue-generating areas and gave local operating officials unprecedented decision-making authority over revenues, costs and turn times (Traffic World).....The Association of American Railroads spent \$5.8 million last year on lobbying activities, making it 24th among the top 25 lobbying organizations in Washington (Railway Age).....The Postal Service last month issued a commemorative stamp showing a poster painting of the 20th Century Limited, in the 1930's "Celebrate the Century" series.



Baltimore Service Lane
THROUGH FREIGHT TRAIN SERVICE
(All Trains Operate Daily Except as Noted)

(Corrected to SEPTEMBER 1, 1998)

EASTBOUND

TRAIN	CUMBERLAND (MD)	BRUNSWICK (MD)	POTOMAC YARD (VA)	W. BALTIMORE- HALETHORPE	BALTIMORE (Bay View)	WILMINGTON (Wilmington)	PHILADELPHIA (East Side)	PHILADELPHIA (Park Jct.)
Q136	Lv 2205*	Lv 0100	.....	Ps 0245	Ps 0330	Ps 0530	Ar 0630	.....
Q138	Lv 0050*	Ps 0425	.....	Ps 0645	Ps 0745	(Terminates Penn Mary 0830)		
Q174 (ex MO)	.....	.....	Ps 0850	Ps 1100	Lv 1225*	Ps 1415	Ar 1500*	Ps 1550
L174 (MO)	.....	.....	Ps 1045	Ps 1245	Lv 1430*	Ps 1645	Ar 1735*	Ps 2015
Q176 (ex MO)	.....	.....	Ps 1630	Ps 1800	Lv 2015*	Ps 2215	Ar 2315	Ps 0001
Q216	Lv 2200*	Ps 0015	.....	Ps 0245	Ps 0315	Ps 0515	Ar 0715	(works at Twin Oaks, PA)
Q276	Lv 2045*	Ps 2315	.....	Lv 0545*	Ps 0615	Lv 1200	Ar 1300	(works at Jessup, Belcamp, MD)
Q278	Lv 0400*	Ps 0730	.....	Ps 1130	(via Curtis Bay, terminates	Ar 0145	Locust Point 1400)	
Q286	Lv 1345*	Lv 1800	.....	Ps 2115	Lv 0001*	Ar 0145		(works at Jessup, MD)
Q296	Lv 2330*	Ps 0300	.....	Ps 0740	Ar 0830	(works at Jessup, MD)		
Q401	Lv 0900	Lv 1245*	Ps 1600	.....	.....	.....	.....	.....
Q402	.....	.....	Ps 1430	Lv 1850	Ps 1915	Lv 2245	Ar 2330	.....
Q406	.....	.....	Ps 1330	Lv 1600	Lv 1945*	Lv 0215	Ar 0400	(works at Curtis Bay, MD)
Q410/Z410	.....	.....	Lv 0945	Ps 1200	Lv 2045*	Ps 0030	Ps 0200	Ps 0230
Q412/Z412	.....	.....	Lv 1035	Lv 1400	Lv 1615*	Ps 1930	Ps 2130	Ps 2200
Q415	Lv 0530	Lv 1745*	Ps 2030	.....	.....	.....	.....	(performs local work)
K650 (ex FR-SA)	.....	.....	Ps 1530	Ps 1730	Lv 1930*	Ps 2210	Ps 2310	Ps 2330

WESTBOUND

TRAIN	PHILADELPHIA (Park Jct.)	PHILADELPHIA (East Side)	WILMINGTON (Wilmington)	BALTIMORE (Bay View)	W. BALTIMORE- HALETHORPE	POTOMAC YARD (VA)	BRUNSWICK (MD)	CUMBERLAND (MD)
Q135	.....	Lv 0130	Ps 0245	Ps 0510	Ps 0545	.....	Ps 0805	Ar 1055*
Q137	.....	.....	.....	Lv 0440	Ps 0525	.....	Ps 0735	Ar 1010*
Q173	Ps 0630	Lv 0710*	Ps 0805	Lv 1115	Ps 1150	Ps 1340	.....	.....
Q175 (ex MO)	Ps 1300	Lv 1400	Ps 1445	Lv 1730	Ps 1805	Ps 2000	.....	.....
Q217	.....	Lv 2300	Lv 0130	Ps 0330	Ps 0400	.....	Ps 0600	Ar 0930* (works at Twin Oaks, PA)
Q219 (ex SA-SU)	(Originates Penn Mary 2100)			Lv 2145	Ps 2215	.....	Ps 0045	Ar 0315* (works at Jessup, MD)
Q249	(Originates Curtis Bay 2345)			.....	Ps 0015	.....	Ps 0530	Ar 0930* (works at Jessup, MD)
Q297	.....	.....	.....	Lv 1700	Ps 1730	.....	Ps 2000	Ar 0001*
Q375 (ex SA)	.....	Lv 2100	Lv 2300	Lv 0300*	Ps 0330	.....	Lv 0810	Ar 1105* (works at Belcamp, MD)
Q400	.....	.....	.....	.....	.....	Ps 2245	Lv 0230*	Ar 0630
Q403	.....	Lv 1600	Lv 1830	Ps 2030	Lv 2145	Ps 2359		
Q405	.....	Lv 1730	Lv 2000	Ps 2200	Ps 0245	Ps 0430		(works at Locust Point)
Z409/Q409	Ps 0245	Ps 0315	Ps 0415	Lv 0815*	Ps 0930	Ps 1225		(via Mt. Clare)
Z413/Q413	Ps 2300	Ps 2315	Ps 0130	Lv 0500*	Ps 0715	Ps 1015		(via Mt. Clare)
Q414	.....	.....	.....	.....	.....	Ps 0945	Lv 1415*	Ar 2115 (performs local work)

KEY TO TRAIN SYMBOLS

Q135 - Philadelphia to Chicago (TT)
 Q136 - Chicago to Philadelphia (TT)
 Q137 - Baltimore to Chicago (TT)
 Q138 - Chicago to Baltimore (TT)
 Q173 - Kearny, NJ to Jacksonville, FL (TT)
 (from Conrail TV-173)
 Q174/L174 - Jacksonville, FL to Kearny, NJ (TT)
 (to Conrail TV-174)
 Q175 - Kearny, NJ to Jacksonville, FL (TT)
 (from Conrail TV-175)
 Q176 - Jacksonville, FL to Kearny, NJ (TT)
 (to Conrail TV-176)
 Q216 - Plymouth, MI to Philadelphia (Auto)
 Q217 - Philadelphia to Detroit, MI (Auto)
 Q219 - Baltimore to Cincinnati, OH (Auto)
 Q249 - Baltimore to Flint, MI (Auto)
 Q276 - Louisville, KY to Philadelphia (Auto)
 Q278 - Willard, OH to Baltimore (Auto)
 Q286 - Saginaw, MI to Wilmington, DE (Auto)
 Q296 - Saginaw, MI to Baltimore (Auto)
 Q297 - Baltimore to Saginaw, MI (Auto)
 Q375 - Philadelphia to Louisville, KY
 Q400 - Hamlet, NC to Cumberland, MD
 Q401 - Cumberland, MD to Hamlet, NC
 Q402 - Seminary, VA to Philadelphia (to CP 555)
 Q403 - Philadelphia to Seminary, VA (from CP 556)
 Q405 - Philadelphia to Hamlet, NC
 Q406 - Hamlet, NC to Philadelphia
 Z409/Q409 - Selkirk, NY to Tampa, FL
 (Conrail SECS)
 Q410/Z410 - Waycross, GA to Selkirk, NY
 (Conrail CSSE)
 Q412/Z412 - Rocky Mount, NC to Allentown, PA
 (Conrail CSAL)
 Z413/Q413 - Allentown, PA to Rocky Mount, NC
 (Conrail ALCS)
 Q414 - Rocky Mount, NC to Cumberland, MD
 Q415 - Cumberland, MD to Rocky Mount, NC
 K650 - Bradenton, FL to Greenville, NJ
 (Conrail CSOJ) - Tropicana Orange Juice Train

REFERENCES

Ar - Arrive
 Lv - Leave
 Ps - Pass
 * - Crew change
 TT - Intermodal train
 Z - Denotes train operating on
 CSX trackage rights

SOURCES

Bull Sheet, Allen Brougham, Editor
 Cinders Staff
 Conrail

CSX, NS on Track to Divide Conrail

CSX and NS are moving with all deliberate speed toward the merger of Conrail. On Day One, variously known as the "closing," "split" or "implementation" date, both roads actually will begin operating their respective sections of the Conrail system--more than 6,000 miles for NS and 4,500 for CSX. That date has not yet been determined, but is now reported to be around mid-February 1999. In the meantime, Conrail continues to operate with its own personnel and with few changes obvious from trackside.



charges on the money borrowed to finance this most complex railroad merger in U.S. history. In all, the three roads currently operate 45,000 miles of railroad in 23 states, two Canadian provinces and the District of Columbia.

Following their formal takeover of Conrail in August, CSX and NS each appointed four members to the new Conrail board of directors. For CSX they are: John W. Snow, chairman, president and CEO of CSX Corp.; A. R. Carpenter, president and CEO of CSX Transportation; Mark G. Aron, executive vice president-law & public affairs, CSX; and Paul R. Goodwin, EVP-finance & chief financial officer. For NS, the members and appointees are: David R. Goode, chairman, president and CEO; Stephen C. Tobias, vice chairman & chief operating officer; James C. Bishop, Jr., EVP-law; and Henry C. Wolf, vice chairman and CFO.

Both carriers are busy orienting those employees to be inherited from Conrail, as well as hiring and training more than 3,000 new workers. In this region, CSX is using the Community College of Philadelphia to train hundreds of new hires as conductors, and the Academy of Industrial Training at Lester is operating a school for mechanical trainees. Another school in Cumberland, MD is turning out more than 500 new engineers.

Complicating the efforts of CSX and NS to integrate their computer systems with Conrail is the so-called "Y2K" problem, but both carriers say they are well along in modifying these vital systems to avoid a meltdown that could occur on January 1, 2000. The two railroads report that they plan to replace most Conrail computer systems with their own prior to the year 2000. Negotiations also continue with several unions to complete the implementation agreements that must be in place prior to Day One. In late August the railroads filed "Section 4" notices with the Brotherhood of Maintenance of Way Employees and two other unions, which in lieu of a voluntary agreement would allow submission of the dispute to binding arbitration.

Construction continues on a number of projects, including new connections and sidings, intended to smooth the flow of traffic to, from--and over--the newly-acquired lines. In Philadelphia, the most visible project is the rebuilding of a connection between the CSX mainline at Eastwick and Conrail at Grays Ferry, due for completion this month. NS is constructing a \$3-million headquarters building for its Pennsylvania Division near Harrisburg, and preparing to single-track the 4,900-foot Musconetcong tunnel on the Lehigh Line near Pattenburg, NJ to increase clearances, while lengthening the controlled siding west of the tunnel.

NS has established a coal marketing office in Philadelphia, and started an advertising campaign in the Delaware Valley area. Billboards with the Thoroughbred image and the tag line "Together we'll run even stronger" will be going up in several locations, and television spots will air during local morning and evening news broadcasts. NS has also placed an eye-catching all-color ad in many newspapers and magazines featuring the emblems of 37 predecessor railroads of NS and Conrail, emblazoned on engineer hats. The ad notes that NS will have "over 21,000 miles of rail line and an even longer bloodline."

Pullman China Reproductions Offered by DC Chapter

A limited edition of Pullman's famed "Indian Tree" pattern of dining car china will be reproduced for the Washington, DC Chapter NRHS. Made by the original manufacturer, Syracuse China, a basic place setting of oatmeal bowl, large platter, coffee cup and saucer and tea plate is priced at \$79 if ordered by December 31, 1998. A full place setting, consisting of the basic setting plus breakfast and bread and butter plates, will sell for \$109. A coffee mug alone is priced at \$8.95. Shipping, handling and insurance charges must be added: \$18 for the first place setting and \$10 for each additional setting. For the coffee mug add \$6.50 (\$4 for each additional mug).

Orders may be mailed to: Washington, DC Chapter NRHS, c/o Henry Bielstein, 13425 Reid Circle, Fort Washington, MD 20744-6522, making checks payable to "Washington, DC Chapter NRHS." Orders will be shipped via United Parcel Service in the spring of 1999. For further information, telephone 301-292-9592 (E-mail to PullmanHB@Erols.com).

Lancaster Chapter to Sell "Hometowne Collectibles"

A series of three painted wooden miniatures of railroad subjects has been produced by Hometowne Collectibles, and is being offered for sale by the Lancaster Chapter. All three feature subjects in which the Chapter is involved: ex-Reading FP7 locomotives #902 and 903; ex-Pennsy GG1 #4800 and "J" tower at Strasburg.

Each full-color miniature sells for \$15, or a set of all three for \$43. They may be ordered by mail from: Helen Shaak, P. O. Box 16, Adamstown, PA 19501-0016 (telephone 717-484-4020). Mail orders should include an additional \$3 for each item or set. Checks should be made payable to "Lancaster Chapter NRHS."

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS

(PART I)

(Corrected to August 1, 1998)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER / NUMBER
BELVIDERE & DELAWARE RIVER RAILWAY (BDRV), Milford, NJ						
424	B-B	F7A	D/E	EMD	1949	NJ Transit 424 (Note)
1848	B-B	GP9	D/E	EMD	1954	Green Mountain 1848
1849	B-B	GP9	D/E	EMD	1955	GM 1849
Note: Owned by United Railroad Historical Society						
BLACK RIVER & WESTERN RAILROAD (BRW), Ringoes, NJ (Note 1)						
42	B-B	CF7	D/E	EMD	1951	Santa Fe 2421 (F7A 252C)
60	2-8-0		Steam	Alco	1937	Great Western 60
412	B-B	VO-1000	D/E	BLW	1945	U. S. Navy 19 (Note 2)
418	B-B	F7A	D/E	EMD	1949	NJ Transit 418 (Note 2)
752	B-B	GP9	D/E	EMD	1956	Clarendon & Pittsford 752
780	B-B	GP7	D/E	EMD	1950	Amtrak 780
782	B-B	GP7	D/E	EMD	1950	Amtrak 782
820	B-B	NW2	D/E	EMD	1949	Brandywine Valley 8202
1523	B-B	GP7	D/E	EMD	1952	NJT 5681 (Note 2)
4666	Railcar	OEG415	D/E	Brill	1930	Pennsylvania 4666 (Note 3)
7000	B-B	GP9	D/E	EMD	1955	NJT 7000 (Note 2)
Note 1: Locomotives also based at Lambertville, Middlesex, NJ						
Note 2: Owned by United Railroad Historical Society						
Note 3: Owned by private individual						
BRANDYWINE VALLEY RAILROAD (BVRY), South Coatesville, PA						
8201	B-B	NW2	D/E	EMD	1945	Conrail 9236
8202	B-B	SW9	D/E	EMD	1951	Conrail 9017
8203	B-B	SW7	D/E	EMD	1950	Conrail 8908
8204	B-B	SW1200	D/E	EMD	1964	Missouri Pacific 1184
8205	B-B	SW1200	D/E	EMD	1957	Southern Pacific 2315
8206	B-B	SW7	D/E	EMD	1950	Conrail 9045
8207	B-B	SW7	D/E	EMD	1950	Conrail 8907
CANTON RAILROAD (CTN), Baltimore, MD (Note)						
1201	B-B	SW1200	D/E	EMD	1954	Milwaukee 625
1501	B-B	SW1500	D/E	EMD	1967	Southern Pacific 2455
1751	B-B	GP16	D/E	EMD	1952	CSX 1758
Note: Locomotive also based at Glen Burnie, MD						
CAPE MAY SEASHORE LINES (CMSL), Rio Grande, NJ						
M-402	Railcar	RDC-1	D/M	Budd	1950	NJ Transit 5180 (Note 1)
M-405	Railcar	RDC-1	D/M	Budd	1950	NJT M-405 (Note 2)
M-407	Railcar	RDC-1	D/M	Budd	1950	NJT 5184 (Note 2)
M-408	Railcar	RDC-1	D/M	Budd	1951	NJT 5185 (Note 1)
M-409-M-411	Railcar	RDC-1	D/M	Budd	1951	MARC 26, 27, 28
M-413	Railcar	RDC-1	D/M	Budd	1951	MARC 29
6903	Railcar	RDC-9	D/M	Budd	1956	Boston & Maine 6903
6914	Railcar	RDC-9	D/M	Budd	1956	B&M 6914
8481	B-B	RS3M	D/E	Alco	1952	Conrail 9929
Note 1: Leased from United Railroad Historical Society						
Note 2: Leased from Seashore Lines Historical Society						
CARBON & SCHUYLKILL RAILROAD (CSKR), Jim Thorpe, PA						
11	B-B	SW900M	D/E	EMC	1937	Stewartstown 11 (Notes 1, 2)
467	B-B	RS3	D/E	Alco	1952	Reading 467 (Note 3)
1098	4-6-0	D10h	Steam	CLC	1913	Canadian Pacific 1098 (Note 2)
1554	B-B	RS3	D/E	Alco	1953	Central of New Jersey 1554 (Note 2)
7545	B-B	GP10	D/E	EMD	1957	Conrail 7545 (Note 4)
7563	B-B	GP10	D/E	EMD	1956	Conrail 7563 (Note 4)
7579	B-B	GP10	D/E	EMD	1957	Conrail 7579 (Note 4)
8710	B-B	SW900	D/E	EMD	1961	Conrail 8710
Note 1: Rebuilt from Model SW, 1957						
Note 2: Owned by Rail Tours, Inc.						
Note 3: Owned by Anthracite Railroads Historical Society						
Note 4: Leased from private individual						
CHESAPEAKE RAILROAD (CHRR), Greensboro, MD (Note)						
85	B-B	80-ton	D/E	Whitcomb	1944	Beaufort & Morehead 85
95	B-B	80-ton	D/E	Whitcomb	1946	Beaufort & Morehead 95
Note: Railroad out of service						

(Continued on Page 12)

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS (Continued from Page 11)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
CHESTNUT RIDGE RAILWAY (CHR), Palmyerton, PA						
11	B-B	GP7	D/E	EMD	1951	Pittsburg & Shawmut 11
20	B-B	S2	D/E	Alco	1945	(Note)
21	B-B	S2	D/E	Alco	1946	(Note)
Note: Owned by Zinc Corp. of America						
DELAWARE-LACKAWANNA RAILROAD (DL), Scranton, PA						
5	B-B	S1	D/E	Alco	1947	American Locomotive 5
204	B-B	RS3	D/E	Alco	1950	Lehigh & Hudson River 4
426	B-B	SC	D/E	EMC	1935	Bethlehem Mines 109
2005	B-B	C420	D/E	Alco	1964	Indiana Hi-Rail 310
2452	B-B	C425	D/E	Alco	1964	BC Rail 802
2461	B-B	C425	D/E	Alco	1964	BC Rail 811
DELAWARE VALLEY RAILWAY (DV), Kennett Square, PA (Note 1)						
211-212	B-B	RS32	D/E	Alco	1962	East Tennessee 211, 212
341	B-B	GP7R	D/E	EMD	1950	Octoraro 341
346	B-B	GP7R	D/E	EMD	1953	Octoraro 346
902-903	B-B	FP7	D/E	EMD	1950	SEPTA 4372, 4373 (Note 2)
Note 1: Locomotives also based at Pocopson, PA						
Note 2: Owned by Lancaster, Philadelphia Chapters NRHS						
DURHAM TRANSPORT (DHRY), Edison, NJ						
66	B-B	NW2M	D/E	EMD	1949	Conrail 9166

ABBREVIATIONS

D/E - Diesel-electric
D/M - Diesel-mechanical

B-B refers to four-axle locomotive
C-C refers to six-axle locomotive

Alco - American Locomotive Company/Alco Products, Inc.
BLW - Baldwin Locomotive Works
CLC - Canadian Locomotive Company
EMC - Electro-Motive Corp.
EMD - Electro-Motive Division, General Motors Corp.

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