



CINDERS

June 1982



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Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

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 Engineers' Club, 1317 Spruce Street, Philadelphia, PA. Dinner at Club 6 PM. No meetings in July or August.

Annual membership dues: \$18.00 per person, which includes Chapter and National dues. Chapter only dues \$9.00 per person per year. Dues payments should be sent to: Earle P. Finkbinder, Treasurer, 1401 Riverton Road, Cinnaminson, NJ 08077.

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EXCHANGE COPIES SHOULD BE SENT TO: Wm. P. MacIver, Jr., Exchange Editor, 150 N. Bethlehem Pike, Apartment D-11, Ambler, PA 19002.

Our Meeting:

Our June 18, 1982 meeting, the final one of the year, will feature a "SOMETHING OLD - SOMETHING NEW" program of interest to all.

SOMETHING NEW - Member Bill Volkmer presents a narrated slide program providing an in-depth look at the many fascinating aspects of designing and building the Miami, FL "Metrorail" system in South Florida's unique environment.

SOMETHING OLD - Member Ray Muller digs into his treasure chest for some choice local movies of the 40's and 50's, covering Reading and Pennsy steam, PST, PTC and LVT traction, plus other assorted goodies from the past!

Our Friday, June 18 meeting will be held at the Engineers' Club, 1317 Spruce St., Philadelphia. Dinner (\$8 per person) will be served at 6 PM (BY ADVANCE RESERVATION BEFORE JUNE 16 to Vice President Tatnall at 828-0706, PLEASE!) and our meeting is in the Conference Room beginning at 7:30 PM.

As an added attraction, two interesting and little-known SEPTA booklets will be given out to those in attendance: "The History of Trolley Cars & Routes in Philadelphia (1982 edition) and a history of SEPTA. We may also have a third publication for distribution. DON'T MISS THE JUNE 18 MEETING!

MM Trip Draws 40 Passengers

On May 22 Philadelphia Chapter, in conjunction with Railtours of America, Inc., operated an excursion over the little-known Maryland Midland Railway between Walkersville and Taneytown, MD. A total of 40 passengers rode the unusual train, which consisted of Whitcomb diesel-electric locomotive #102 (ex-East Washington Railway, built 1944), dome-diner #806 (ex-Auto-Train, ex-Union Pacific, built 1955 by ACF) and open gondola #201 (ex-Adirondack Railway, ex-Lackawanna, built 1934). The northbound run became a mixed train as empty covered hopper SCL 242510 was handled ahead of the dome car as far as the Western Maryland interchange at Keymar, MD.

The train left Walkersville about noon and returned at 5:30 PM, after covering a 17-mile stretch of the former Pennsylvania Railroad Frederick branch. Opened in 1872, the line was severed in 1972 when a hurricane washed out the Monocacy River bridge between Walkersville and Frederick, MD. A locally-organized company, Maryland Midland began operations in 1980 to serve customers at Walkersville and Taneytown, interchanging traffic with the WM at Keymar midway on the line.



Cloudy skies and cool temperatures prevailed the entire day but the virtual absence of rain during the trip allowed passengers to ride the open car as well as enjoy the luxuries of the dome. Hot food and soft drinks were available on board the train. Two photo runs were executed at Keymar, one in each direction, and a 30-minute stopover was made at Taneytown while the locomotive ran around the train.

The Chapter chartered a motorcoach from Merz Tours for the convenience of Philadelphia-area ticket-holders. The group departed from Suburban Station at 7:45 AM and returned at 10:45 PM, after stopping at New Oxford, PA for dinner and visits to Paul's Model Shop and the Conewago Valley Rail Museum.

Sam James served as trip chairman, working for several months on the many details involved. The Chapter also wishes to express its thanks to Mr. James Stookey, president of the Maryland Midland, to other MM personnel and ladies of the Walkersville Auxiliary who contributed to the safety and enjoyment of the trip.

CORRECTION TO
CONRAIL FREIGHT SCHEDULES

In the Conrail freight schedules published in May Cinders, the following correction should be made in West and Southbound Through Service: MAIL-11.....Add reference mark (c) - operates daily except



Amtrak continues to receive Amfleet II cars slowly from Budd, but we now hear that the WABCO strike has been settled and this should speed up deliveries of many new cars, including these. In any event, Budd did deliver four more Amcoaches from this order on May 17, as 25044-25047 entered service. As with their earlier sisters, these cars were assigned to Florida service, which is to say the *Silver Meteor* and *Silver Star*. Given the usual 20 per cent spare ratio, Amtrak could field 40 regularly-assigned coaches on Florida runs. (They need 35, but should be able to run extra cars as needed). There are still only seven Amlounge II's in service, and they can usually be found on the *Capitol Limited* between Pittsburgh and Washington and as the spare cars for the Boston-Albany run. The *Silver Meteor* has them on the Miami leg, as well.

To cope with increased business, the full Amclub fleet was increased by one as "half club" 20113 was converted to 20678 in May, 1982. Unlike its earlier conversions, this car has 32 versus 33 seats, because it has a handicapped lavatory.

The last two AEM-7's (945-946) are in service, excepting the 932 which is at LaGrange, presumably under repair for fire damage while under construction.

Turbo power car 155, damaged in a 1980 head-on collision, has been released after a rebuild at Beech Grove.

For the record, LRC locomotive 38 and cars 40, 43, 47, 48 and 49 returned to Montreal on Train #60 on May 7, thus closing out the LRC era on Amtrak, as it was getting under way on VIA Rail Canada. The last LRC revenue run, Train 155 of April 25, operated with locomotive 38, and cars 40, 43 and 48.

In mid-May, the three active Amtrak E8's (495, 497 and 499) were all noted in service on New Haven-Boston trains, often the overnight *Night Owl*.

The sleeper damaged in the February 14 derailment of the *Montrealer* on the Boston & Maine, 2882, has been transferred to Beech Grove and is now assigned there, which means it's in for long-term repairs or at least an evaluation. The Slumbercoach from that derailment, 2085, is back in service on Trains 48-49.

Superliner modifications should reach about 200 of the 284 cars before work will have to cease during the peak summer season. The only cars of this type out for long-term work are coaches 34016, 34020, 34030 (wreck damage since September 1980) and coaches 34042 and 34094 (wreck damage since January 1982). Diner 38024 has been in since November 1981 for the regular modifications, although these usually take between three and four weeks.

Ten Amfleet cars are in the shops for long-term work, including two from as far back as the summer of 1978 (21038 and 21222).

Between March 15 and May 15, a number of cars were reassigned to deal with this summer's anticipated traffic. Without noting specific cars, some of the moves are interesting and worthy of note: Washington gained Slumbercoaches 2050-2054, but transferred 2084-2087 to Chicago. Hialeah received two newly-rebuilt cars. This means that the *Montrealer* and *Capitol Limited* will have the former New York Central slumbercoaches this summer.

Hialeah lost seven sleepers, with three going to New York and four to Washington. As for Heritage coaches, 21 were released from Hialeah as Amfleet II cars have come on line. Six went to Washington, 11 to Chicago and four to New York.

Between May 16 and May 18, following a problem with the Baltimore tunnel, all freight trains were pulled between BAY and GWYNN interlockings behind E60's 956, 959, 967 and 970 while the Conrail diesels idled to ease the strain on the tunnel roof.

Work continues on Northeast Corridor improvements this summer. A new, milder curve has been placed in service south of Odenton, MD. The new station at New Carrollton, replacing Capital Beltway, is under construction. The interlocking at North East, MD is being rebuilt; in fact, much interlocking rehabilitation, on existing layouts, is scheduled with new panel turnouts in evidence at many points awaiting installation.

The first American Express tour operated from New York on May 16, on the rear of the *Silver Star* to Washington and thence beyond on the *Crescent*. Cars used were *City of Cleveland* (5 db-lounge); *Sutherland Falls*

(Continued on Page 3)

ON THE SCENE *(Continued from Page 2)*

(ex-Otter Valley, nee-New Haven baggage-parlor, now used as a diner); former Southern sleepers Flint River and Catawba River and office car Chapel Hill. At New Orleans, the diner and observation were replaced by ex-Zephyr domes Silver Kettle and Silver Crescent, and one of the sleepers was dropped. All cars are privately-owned, and the next trip is scheduled to leave New York on the rear of Train #81 on Sunday, June 13.

VIA Rail Canada still operates four mixed train services, on these routes: one tri-weekly Nakina-Hearst; one twice-weekly Thunder Bay-Sioux Lookout; one weekly Churchill-Gillam-Wabowden; one tri-weekly The Pas-Lynn Lake. The first three are equipped with vintage ex-Canadian National combines (VIA's oldest cars by a considerable margin), while the Lynn Lake train consists of a 60-seat coach and a baggage car.

VIA's two ex-Canadian Pacific E8's are both alive and well, and running west out of Winnipeg on the *Canadian*.

Effective June 1, LRC equipment was scheduled to go into service on the following VIA trains, according to information received from VIA. The schedules are subject to substitution of alternate equipment, as needed.



VIA Rail Canada

VIA RAIL CANADA on May 25 announced that effective with implementation of the company's Summer timetable on June 1, its new LRC trains would be officially introduced to several routes in the Quebec City-Windsor corridor.

In several instances, introduction of the new equipment will result in reduced travel times. Alternate equipment substitutions may be necessary on occasion.

BETWEEN	LEAVE	ARRIVE	BETWEEN	LEAVE	ARRIVE
Montreal - Quebec	0800	1035	Montreal - Toronto	0730	1200
Quebec - Montreal	1155	1435		1545	2015
				1800	2230
Montreal - Ottawa	0715	0914	Toronto - Montreal	0730	1200
	1215	1410		1545	2015
				1800	2235
Ottawa - Montreal	0730	0929			
	1130	1329	Toronto - Windsor	0700	1100
			Windsor - Toronto	1255	1700
Ottawa - Toronto	1625	2115			
Toronto - Ottawa	1730	2225	Toronto - Sarnia	0815	1135
			Sarnia - Toronto	1240	1600

NEW JERSEY TRANSIT has 12 Bombardier cars and hopes to begin service June 12 with two push-pull sets on the Raritan Line, just in time for the hot summer season. Coaches start at 5610 and control cars at 5136. There are still at least seven standard air-conditioned coaches in service on NJ Transit, on a train leaving Newark at 5:50 each weekday evening. One car, 1172, was once a commuter club and is the only car still active in the old olive green livery.

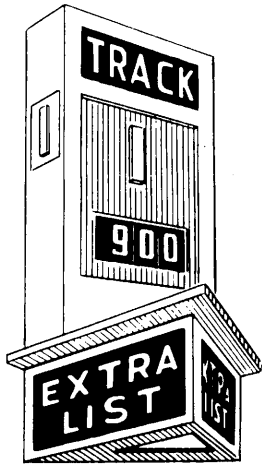
By early May, NJ Transit had repainted a third coach in its new image. Car 5344 is ex-274, and is the first former Kansas City Southern car to receive this much-needed attention. At the same time coaches 322 and 330 received a "quickie" repaint and bar car 4437 is expected out any day in the new livery and with its new number.

NEW YORK MTA has begun an extensive program of track improvements between North White Plains and Brewster in connection with its electrification project. Between April 26 and October 29, all midday off-peak trains will terminate at North White Plains and passengers for points north will use combinations of bus and RDC shuttles. From June 7 to August 27, the shuttles run to Mt. Kisco, with buses beyond. Rush-hour service is unaffected and still is formed of through FL9-powered trains.

MTA has received 12 of 15 coaches Beech Grove refurbished for continued service. Still awaited are the 2103, 2104 and 2106.

LONG ISLAND's east end parlor car service will once again use all 12 active cars Friday afternoons. The Morris Park will once again run to Greenport, while the 11 2011-series cars will be running to Montauk. Train #14 will have five cars, Trains 12 and 18 two cars each and Trains 16 and 20 one each. The Sunday return flow is not as heavy, requiring nine cars (five on Train 4015 and one each on Trains 4011, 4017, 4019 and 4021). Train 4015 will operate on a limited-stop schedule with two GP38-2's, nine coaches, a bar-generator, five parlors and either the 171 or 172. These two units are MP15 locomotives modified to serve, if necessary as power cars and that's their function here, due to the length of the train.

SEPTA's Elmwood division has, at times, been fully-equipped with LRV's. However, ten PCC's have been retained on standby and have seen service from time to time whenever LRV mechanical problems have required it. Elsewhere on SEPTA, there are 30 cars out of the General Overhaul program; with only Routes 6 and 56 operating this summer out of Luzerne, we understand that Callowhill will be receiving future GOH cars for service on Route 15-Girard Avenue.



JUNE 19, 1982: Delmarva Limited special train on Eastern Shore Railroad from Cape Charles, VA to Pocomoke, MD, sponsored by Chesapeake Division, RRE and Baltimore Chapter, NRHS. Fare: \$39 per person, including bus transportation from and to Baltimore/Washington. Buses leave Amtrak station, Baltimore, at 7:20 AM and New Carrollton Metro station at 7:30 AM. Order tickets from: Delmarva Limited, P. O. Box 548, Laurel, MD 20707, making checks payable to "Chesapeake Division, RRE."

JUNE 19-20: 13th annual Railfans' Weekend at Edaville Railroad, South Carver, MA. Two-day ticket: \$12. Send stamped, self-addressed envelope to: Edaville Railroad, P. O. Box 7, South Carver, MA 02366 (telephone 617-866-4526).

JUNE 25-27: Tentative dates for first revenue fantrip with restored Norfolk & Western J-class 4-8-4 #611 from Birmingham, AL to Roanoke, VA via Norfolk Southern. Overnight stops planned at Atlanta, GA and Salisbury, NC. Operation depends on completion of rebuilding work on #611 at NS Birmingham Shops. If work is not completed trip will be rescheduled for a weekend in July. Further details at June 18 Chapter meeting.

JUNE 27: Special excursion on SEPTA's Norristown high-speed line, commemorating 75th anniversary of original Philadelphia & Western Railway. Trip will feature trains of two bullet cars and two 160-series cars, and will leave 69th Street Terminal at 1 PM. Sponsored by Branford Electric Railway Association. Fare: \$12 adults, \$6 children. Order tickets from: Red Arrow Fund, P. O. Box 2264, Short Beach, CT 06405.

JUNE 27: The Susquehanna Transfer special train over New York, Susquehanna & Western Railway, using two NYS&W GP18's and all-dome train consisting of ex-Santa Fe, ex-Auto-Train dome cars. Train leaves Saddle Brook, NJ 9 AM, returns 4 PM, covering line between Little Ferry and Butler, NJ. Photo session at Little Ferry yard and two runbys enroute. Fare: \$22 per person before May 28, \$26 thereafter. Order tickets from: Recycling Railroads, Inc., 93 Main Street, Newton, NJ 07860, enclosing stamped, self-addressed envelope.

JUNE 28: Tentative arrival date for 46-car Strates Shows carnival train enroute from Bridgeport, CT to South Philadelphia via Conrail. Train includes 38 flatcars, seven passenger cars, one baggage. Show will play in Philadelphia area June 30-July 11, after which it will move to the Delaware State Fair at Harrington via Conrail.

JULY 6-19: Pocahontas Chapter, NRHS will sponsor private car trip to the NRHS Convention, using Iaeger & Southern Railway (ex-Southern Pacific) sleeper #9401, Cascade. Car will operate from Washington and Philadelphia to Denver, leaving Philadelphia on Train 41 Broadway Limited 4:05 PM, July 6. Car will operate on Amtrak #5 San Francisco Zephyr Chicago-Denver, arriving July 8. Car on return will leave Denver on Amtrak #6 Saturday, July 17, arriving Philadelphia on #40 Monday, July 19. Fare: \$650 per person, double occupancy. For further information, contact: Sidney Bailey, Director, Pocahontas Chapter, NRHS, P. O. Box 685, Iaeger, WV 24844.

JULY 8-22: Overland Chapter, NRHS presents a rail and bus tour of New Mexico and Colorado, including several events of the 1982 NRHS convention. Tour leaves Chicago on Amtrak #3 July 8, returning to Chicago on Amtrak #6 July 22. For prices and other information, write: R. M. Billings, Tri-State Tours, Inc., 901 East Kimberly, Davenport, IA 52807 (telephone 319-386-8770).

JULY 9-18: "Colorado Rails '82", NRHS national convention featuring the 100th Anniversary of Durango-Silverton narrow gauge line, a Union Pacific steam trip, a ride on the Rio Grande Zephyr and visits to several of Colorado's famed steam tourist lines. Sponsored by Intermountain Chapter, NRHS in cooperation with Colorado Midland and Rio Grande chapters. For information contact: Intermountain Chapter Convention Committee, P. O. Box 5181, Terminal Annex, Denver, CO 80217, enclosing large stamped, self-addressed envelope. (telephone 303-623-6747).

JULY 13-18: National convention of National Model Railroad Association, Washington, DC with headquarters at Washington Sheraton Hotel. For information contact: Registrar, NMRA Washington '82 Convention, 932 Bonifant Street, Silver Spring, MD 20910, enclosing stamped, self-addressed envelope.

JULY 17-18: National Trolley Festival at Branford Trolley Museum, East Haven, CT, beginning 10 AM both days. Parade of trolleys featured. Admission: \$4.50 adults, \$3.25 children. For information, contact: Branford Trolley Museum, 17 River Street, East Haven, CT 06512, enclosing stamped, self-addressed envelope.

AUGUST 7: Steam-diesel doubleheaded special on Black River & Western Railroad, sponsored by Hawk Mountain Chapter NRHS. Train leaves Ringoes, NJ 11 AM, returns about 5 PM. Locomotives used will be 2-8-0 #60 (Alco 1937) and RS3 #1554 (Alco 1953). Fare: \$12.50 per person. Order tickets from: Hawk Mountain Chapter, NRHS, 918 Mohr Street, Allentown, PA 18102, enclosing stamped, self-addressed envelope.

AUGUST 7-29: "Peoples Train 3" tour of Mainland China, sponsored by Philadelphia Chapter, NRHS. Features several long-distance rail trips in China and three-day voyage on Yangtze River. Total price is \$2839 per person from San Francisco, \$3089 from New York. For reservations and information, contact: Philadelphia Chapter, NRHS China Tour, c/o Glen Roc Travel, 194 Scotch Road, Trenton, NJ 08628.

AUGUST 7-8: Greenberg's Great Train, Miniature & Toy Show at Philadelphia Civic Center, 34th Street below Spruce, 11 AM to 5 PM. Admission: \$3 per day (children under 12 free when accompanied by an adult).

AUGUST 13-14: National Association of Timetable Collectors annual convention, Howard Johnson Motor Lodge, 1600 N. E. Russell Road, Kansas City, MO. Full information from: Harold Henre, Convention Chairman, 1302 N. 28th St., Kansas City, KS 66102. (Continued on Page 9)

Tourist Lines Steam Up for '82 Season

Once again, it's time for vacation and weekend trips to the country. As a handy guide for Chapter members who wish to include a steam train in their itineraries, Cinders presents its annual survey of tourist-hauling railroads in the Tri-State area.

The listings below include the latest available information on train schedules, round-trip fares, locomotive rosters and power most likely to be in passenger service this season (designated *). Unless otherwise indicated, schedules apply through the end of October. Distances shown are one-way mileages over the normal route.

BLACK RIVER & WESTERN RAILROAD, RINGOES, NJ (Phone 201-782-6622)

Schedule: Saturdays, Sundays and Holidays (through November): Leave Ringoes for Flemington 10:45 AM, 12:15, 1:45, 3:15, 4:45 PM. Leave Flemington for Ringoes 11:30 AM, 1:00, 2:30, 4:00, 5:30 PM.
Tuesdays through Fridays (July and August): Leave Ringoes for Flemington 12:30, 1:30, 2:30, 3:30 PM.
Leave Flemington for Ringoes 1:00, 2:00, 3:00, 4:00 PM.
Sundays (through October): Leave Ringoes for Lambertville 12:15, 1:45, 3:15, 4:45 PM. Leave Lambertville for Ringoes 1:00, 2:30, 4:00, 5:30 PM.

Fares: Adults \$3.00, children (5-12) \$1.50, children (3-4) 50¢.

Distance: Ringoes-Flemington 5 miles, Ringoes-Lambertville 7 miles.

EAST BROAD TOP RAILROAD, ROCKHILL FURNACE (ORBISONIA), PA (Phone 814-447-3011)

Schedule: Saturdays, Sundays and Holidays (June, September, October): Hourly 11:00 AM to 4:00 PM.
Daily (July and August): Hourly 11:00 AM to 4:00 PM.

Fares: Adults \$4.50, children (5-12) \$2.25.

Distance: Orbisonia-Colgate Grove 4 miles.

Added Attraction: Shade Gap Electric Railway operates vintage trolley cars 11:00 AM to 5:00 PM Saturdays, Sundays and Holidays, connecting with EBT trains at Orbisonia.

GETTYSBURG RAILROAD, GETTYSBURG, PA (Phone 717-334-6932)

Schedule: Saturdays and Sundays: Leave Gettysburg for Biglerville 1:00 and 3:00 PM (October 2-3, 9-10 at 10:00, 11:30 AM, 1:00, 2:30, 4:00 PM)
Special runs: Leave Gettysburg for Mt. Holly Springs July 10, August 15, September 26, October 16, 17 and 23 at 10:00 AM.

Fares: To Biglerville, adults \$3.00, children (under 12) \$1.75.
To Mt. Holly Springs, adults \$8.00, children (under 12) \$5.00.

Distance: Gettysburg-Biglerville 8 miles, Gettysburg-Mt. Holly Springs 24 miles.

NEW HOPE STEAM RAILWAY, NEW HOPE, PA (Phone 215-862-2707)

Schedule: Sundays and Holidays: Leave New Hope for Lahaska 1:15, 2:45, 4:15 PM.

Fares: Adults \$4.25, children (under 12) \$2.25.

Distance: New Hope-Lahaska 4 miles.

PINE CREEK RAILROAD, FARMINGDALE, NJ (Phone 201-938-5524)

Schedule: Saturdays, Sundays and Holidays: Leave every 30 minutes 12 Noon to 5:00 PM.
Weekdays (July and August): Leave every 30 minutes 12 Noon to 5:00 PM (diesel-powered trains).

Fares: Adults and children 75¢, in addition to Allaire State Park entrance fee.

Distance: 1-mile loop track.

RAIL TOURS, INC., JIM THORPE, PA (Phone 717-325-4606)

Schedule: Sundays and Holidays (July through Labor Day and during October): Leave every 30 minutes 12 Noon to 5:00 PM.

Fares: Adults \$1.00, children (5-12) 50¢.

Distance: 1 mile.

STRASBURG RAIL ROAD, STRASBURG, PA (Phone 717-687-7522)

Schedule: May 29 through June 25: Leave Strasburg for Leaman Place weekdays hourly 11:00 AM to 4:00 PM, Saturdays hourly 11:00 AM to 5:00 PM, Sundays hourly 12 Noon to 5:00 PM.
 June 26 through September 6: Weekdays, Saturdays and Holidays hourly 10:00 AM to 5:00 PM and 7:00 PM, Sundays 12 Noon to 5:00 PM and 7:00 PM, with additional trains on the half-hour as needed.
 September 7 through October 31: Weekdays hourly 12 Noon to 3:00 PM, Saturdays hourly 11:00 AM to 4:00 PM, Sundays hourly 12 Noon to 4:00 PM.
 November 6 through December 12: Saturdays, Sundays and Friday after Thanksgiving hourly 12 Noon to 3:00 PM.

Fares: Adults \$3.25, children (2-11) \$1.50, all-day pass \$5.00.

Distance: Strasburg-Leaman Place 4 miles.

Added Attraction: Railroad Museum of Pennsylvania, Strasburg. Admission: \$1.50 adults, over 65 \$1.00, children (under 12) free.

WANAMAKER, KEMPTON & SOUTHERN RAILROAD, KEMPTON, PA (Phone 215-756-6469)

Schedule: Sundays and July 5, September 6: Leave Kempton for Wanamaker hourly 1:00 to 5:00 PM. Saturdays (July and August, September 4, 11): hourly 1:00 to 4:00 PM. Gasoline-powered car "Berkys" also operates hourly 1:00 to 5:00 PM Saturdays in June, weekdays in July and August, Saturdays September 18 through October 30 and first three Sundays in November.

Fares: Adults, \$2.50, children (under 12) \$1.25.

Distance: Kempton-Wanamaker 3 miles.

WILMINGTON & WESTERN RAILROAD, MARSHALLTON, DE (Phone 302-998-1930)

Schedule: Sundays and Holidays: Leave Greenbank Station (Marshallton) for Mt. Cuba 12:30, 2:00 and 3:30 PM. Motor car 4662 to operate Greenbank-Hockessin first Saturday of each month (starting date not determined).
 Special runs on ex-Reading Wilmington & Northern branch as announced.

Fares: Greenbank-Mt. Cuba, adults \$3.00, children (5-12) \$1.75; Greenbank-Hockessin, \$6.00.

Distance: Greenbank-Mt. Cuba 4 miles, Greenbank-Hockessin 9 miles.

LOCOMOTIVE ROSTERS OF AREA TOURIST AND SHORTLINE RAILROADS

May 1, 1982

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>BLACK RIVER & WESTERN RAILROAD, RINGOES, NJ (c)</u>						
1	0-4-0	15-ton	G-Elec	Mack	1935	Crucible Steel 1
50	0-4-0	20-ton	D-Mech	Davenport	1941	Kingston Trap Rock
*57	B-B	RS1	D-Elec	Alco	1948	Washington Terminal 57
*60	2-8-0		Steam	Alco	1937	Great Western 60
204	B-B	RS1	D-Elec	Alco	1947	DEVCO 204
211	B-B	RS1	D-Elec	Alco	1951	DEVCO 211
1554	B-B	RS3	D-Elec	Alco	1953	Central of New Jersey 1554
*4666	Railcar	660	D-Elec	Brill	1930	Pennsylvania 4666
<u>BRANDYWINE VALLEY RAILROAD, COATESVILLE, PA (c)</u>						
8201	B-B	NW2	D-Elec	EMD	1945	Conrail 9236
8202	B-B	NW2	D-Elec	EMD	1949	Conrail 9228
8203	B-B	NW2	D-Elec	EMD	1948	Conrail 9259
8204	B-B	NW2	D-Elec	EMD	1949	Conrail 9230
<u>EAST BROAD TOP RAILROAD, ROCKHILL FURNACE, PA (3-foot gauge)</u>						
M-1	Railcar		G-Elec	EBT/Brill	1926	
M-4	0-4-0	JCD	D-Mech	Plymouth	1947	Warner Company
*12	2-8-2		Steam	BLW	1911	
14	2-8-2		Steam	BLW	1912	
*15	2-8-2		Steam	BLW	1914	
16	2-8-2		Steam	BLW	1916	
*17	2-8-2		Steam	BLW	1918	
18	2-8-2		Steam	BLW	1920	

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>EASTERN SHORE RAILROAD, CAPE CHARLES, VA (c)</u>						
10	B-B	S4	D-Elec	Alco	1953	Milwaukee 816
200	B-B	C420	D-Elec	Alco	1963	Long Island 200
203	B-B	C420	D-Elec	Alco	1964	Long Island 210
1600	B-B	GP8	D-Elec	EMD	1950	Norfolk & Western 3450
1603	B-B	GP8	D-Elec	EMD	1952	Norfolk & Western 3468
<u>GETTYSBURG RAILROAD, GETTYSBURG, PA (c)</u>						
*38	2-8-0		Steam	BLW	1927	Huntingdon & Broad Top Mountain 38
55-56	B-B	RS3	D-Elec	Alco	1955	Long Island 1555-1556
70	B-B	RS36	D-Elec	Alco	1962	Norfolk & Western 2870
*76	2-8-0		Steam	BLW	1920	Mississippian 76
407	B-B	S12	D-Elec	BLH	1953	Monongahela 407
<u>MARYLAND & PENNSYLVANIA RAILROAD, YORK, PA (c)</u>						
81	B-B	NW2	D-Elec	EMD	1946	
82	B-B	SW9	D-Elec	EMD	1951	
83	B-B	SW900	D-Elec	EMD	1936	Steelton & Highspire 23 (Note 1)
84	B-B	SW9	D-Elec	EMD	1952	Pittsburgh & Lake Erie 8952
85	B-B	NW2	D-Elec	EMD	1941	Reading 92
86	B-B	GP7	D-Elec	EMD	1953	Reading 621
<u>MARYLAND MIDLAND RAILWAY, WALKERSVILLE, MD (c)</u>						
102	B-B	65-ton	D-Elec	Whitcomb	1944	East Washington 102
301	B-B	RS3	D-Elec	Alco	1955	Long Island 1559
<u>MARYLAND & DELAWARE RAILROAD, FEDERALSBURG, MD (c)</u>						
15	B-B	T6	D-Elec	Alco	1958	Conrail 9849
17	B-B	T6	D-Elec	Alco	1958	Conrail 9844
19	B-B	T6	D-Elec	Alco	1958	Conrail 9846
20	B-B	RS1	D-Elec	Alco	1951	Rutland 400
21	B-B	RS1	D-Elec	Alco	1954	Soo 350
22	B-B	RS1	D-Elec	Alco	1943	Atlanta & St. Andrews Bay 905
23	B-B	RS1	D-Elec	Alco	1954	Soo 351
25	B-B	RS1	D-Elec	Alco	1954	Soo 352
40	B-B	RS32	D-Elec	Alco	1962	Conrail 2035
42	B-B	RS32	D-Elec	Alco	1961	Conrail 2031
52	B-B	C420	D-Elec	Alco	1966	Conrail 2073
54	B-B	C420	D-Elec	Alco	1966	Conrail 2074
<u>MIDDLETOWN & HUMMELSTOWN RAILROAD, MIDDLETOWN, PA (c)</u>						
1	B-B	65-ton	D-Elec	GE	1941	U. S. Army 7272
<u>NEW HOPE & IVYLAND RAILROAD, NEW HOPE, PA (c)</u>						
9	0-6-0		Steam	Alco	1942	Virginia Blue Ridge 9
*40	2-8-0		Steam	BLW	1925	Cliffside 40
100-101	B-B	DS44-1000	D-Elec	BLW	1947	Copper Range 100-101
302	B-B	DS44-1000	D-Elec	BLW	1949	Penn Central 8281
390	B-B	45-ton	D-Elec	GE	1942	U. S. Army (Note 2)
*395	B-B	VO660	D-Elec	BLW	1945	Warner Company 11
400	B-B	44-ton	D-Elec	GE	1947	Hoboken Shore 700
1533	4-6-0		Steam	Montreal	1911	Canadian National 1533
8311	B-B	S12	D-Elec	BLH	1952	Penn Central 8311
<u>OCTORARO RAILWAY, KENNETT SQUARE, PA (c)</u>						
3	B-B	S2	D-Elec	Alco	1948	Baltimore & Ohio 9063
4	B-B	S2	D-Elec	Alco	1944	Baltimore & Ohio 9034
9	B-B	65-ton	D-Elec	GE	1941	Black River & Western 7079
<u>PATAPSCO & BACK RIVERS RAILROAD, SPARROWS POINT, MD (c)</u>						
10	B-B	Slug		BLW		P&BR 309
12	B-B	Slug		BLW		P&BR 307
13	B-B	Slug		BLW		P&BR 339
14	B-B	Slug		BLW		P&BR 306
15	B-B	Slug		BLW		P&BR 302
16	B-B	Slug		BLW		P&BR 336
17	B-B	Slug		BLW		P&BR 343
18	B-B	Slug		BLW		
112	B-B	SW7	D-Elec	EMD	1950	Cambria & Indiana 45
113	B-B	SW9	D-Elec	EMD	1951	C&I 31
114	B-B	SW9	D-Elec	EMD	1951	C&I 30
116	B-B	SW7	D-Elec	EMD	1949	Conemaugh & Black Lick 115

(Continued on Page 8)

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<i>PATAPSCO & BACK RIVERS RAILROAD (Continued from Page 7)</i>						
117	B-B	SW9	D-Elec	EMD	1952	Conemaugh & Black Lick 118
118	B-B	NW2	D-Elec	EMD	1947	Missouri Pacific 1005
121	B-B	SW7	D-Elec	EMD	1950	Cornwall 121
122	B-B	SW7	D-Elec	EMD	1950	Cornwall 122
123	B-B	SW9	D-Elec	EMD	1952	Steelton & Highspire 42
124	B-B	SW9	D-Elec	EMD	1952	S&H 41
125	B-B	SW1200	D-Elec	EMD	1956	
128	B-B	SW1200	D-Elec	EMD	1956	
130	B-B	SW1200	D-Elec	EMD	1957	
131	B-B	SW1200	D-Elec	EMD	1957	
132	B-B	SW1200	D-Elec	EMD	1957	
133	B-B	SW1200	D-Elec	EMD	1957	
135	B-B	SW9	D-Elec	EMD	1951	S&H 40
140	B-B	VO1000	D-Elec	BLW/EMD	1943	P&BR 358
141	B-B	VO1000	D-Elec	BLW/EMD	1942	P&BR 356
142	B-B	VO1000	D-Elec	BLW/EMD	1945	Philadelphia, Bethlehem & New England 251
143	B-B	VO1000	D-Elec	BLW/EMD	1945	PB&NE 252
144	B-B	DS44-1000	D-Elec	BLW/EMD	1947	Reading 28
145	B-B	DS44-1000	D-Elec	BLW/EMD	1947	Reading 29
146	B-B	VO1000	D-Elec	BLW/EMD	1942	P&BR 351
147	B-B	VO1000	D-Elec	BLW/EMD	1943	P&BR 355
332	B-B	VO1000	D-Elec	BLW	1944	Canton 31
337	B-B	DS44-1000	D-Elec	BLW	1948	
338	B-B	DS44-1000	D-Elec	BLW	1948	
345	B-B	S12	D-Elec	BLW	1951	
348	B-B	DS44-1000	D-Elec	BLW	1948	Ironton 750
<i>PHILADELPHIA, BETHLEHEM & NEW ENGLAND RAILROAD, BETHLEHEM, PA (c)</i>						
11	B-B	Slug		BLW		Reading 712
12	B-B	Slug		EMD		Patapsco & Back Rivers 120
13	B-B	Slug		EMD		
21	B-B	NW2	D-Elec	EMD	1941	
22-25	B-B	NW2	D-Elec	EMD	1946	
26	B-B	NW2	D-Elec	EMD	1949	Bangor & Aroostook 20
27	B-B	NW2	D-Elec	EMD	1947	Cornwall 101
28	B-B	NW2	D-Elec	EMD	1949	Bangor & Aroostook 21
31-34	B-B	SW7	D-Elec	EMD	1950	
35-37	B-B	SW9	D-Elec	EMD	1951	
38	B-B	SW9	D-Elec	EMD	1952	
39	B-B	SW1200	D-Elec	EMD	1956	
40-43	B-B	SW1200	D-Elec	EMD	1957	
44	B-B	SW7	D-Elec	EMD	1950	Cornwall 120
50	B-B	SW900	D-Elec	EMD	1936	Patapsco & Back Rivers 110
51-52	B-B	SW900	D-Elec	EMD	1937	
<i>PINE CREEK RAILROAD, FARMINGDALE, NJ (3-foot gauge)</i>						
1	0-4-0	12-ton	D-Mech	Plymouth	1942	Haws Refractories
*2	0-4-0	25-ton	D-Elec	GE	1942	U. S. Army
*3	4-4-OT		Steam	Stephenson	1887	Cavan & Leitrim 3L (Ireland)
5	0-4-0		D-Mech	Plymouth	1923	Not Known
6	2-8-0		Steam	BLW	1912	Quincy Mining 6
*9	2-truck-Shay		Steam	Lima	1927	Ely Thomas Lumber 6
*26	2-6-2		Steam	BLW	1925	Surry, Sussex & Southampton 26
40	0-4-0	25-ton	D-Elec	Whitcomb	1940	Midvale-Heppenstall 40
<i>RAIL TOURS, INC., JIM THORPE, PA</i>						
*10	B-B	44-ton	D-Elec	GE	1946	Coudersport & Port Allegany D-1
*972	4-6-0	D10	Steam	Montreal	1912	Canadian Pacific 972
<i>STEELTON & HIGHSPIRE RAILROAD, STEELTON, PA (c)</i>						
60	B-B	S2	D-Elec	Alco	1948	Richmond, Fredericksburg & Potomac 67
62 (2nd)	B-B	Slug		Alco		South Buffalo 101
63-65	B-B	S2	D-Elec	Alco	1948	Richmond, Fredericksburg & Potomac 63, 65, 64
66	B-B	S4	D-Elec	Alco	1951	Lehigh Valley 166
67	B-B	Slug		Alco		Lehigh Valley 167
68-69	B-B	S2	D-Elec	Alco	1948	Richmond, Fredericksburg & Potomac 58, 69
70	B-B	SW9	D-Elec	EMD	1952	Conemaugh & Black Lick 119
71-72	B-B	SW7	D-Elec	EMD	1950	C&BL 117, 106

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>STRASBURG RAIL ROAD, STRASBURG, PA (c)</u>						
1	0-4-0	HL	G-Mech	Plymouth	1926	
4	0-4-0		Steam	BLW	1903	Colorado Fuel & Iron 4
21	Railbus	AC	G-Mech	Mack	1921	Buffalo Creek & Gauley A
*31	0-6-0		Steam	BLW	1908	Canadian National 7312
33	B-B	44-ton	D-Elec	GE	1948	Pennsylvania 9331
89	2-6-0		Steam	Canadian	1910	Canadian National 89
*90	2-10-0		Steam	BLW	1924	Great Western 90
*1223	4-4-0	D16sb	Steam	Juniata	1905	Pennsylvania 1223 (Note 3)
<u>UPPER MERION & PLYMOUTH RAILROAD, WEST CONSHOHOCKEN, PA (c)</u>						
101	B-B	S6	D-Elec	Alco	1956	B. Perini 101
1002	B-B	NW2	D-Elec	EMD	1947	Texas & Pacific 1002
<u>WANAMAKER, KEMPTON & SOUTHERN RAILROAD, KEMPTON, PA</u>						
*2	0-4-0T		Steam	Porter	1920	Colorado Fuel & Iron 2
20	0-4-0		G-Mech	Whitcomb	1932	Not Known
*65	0-6-0T		Steam	Porter	1931	Safe Harbor 65
478	B-B		D-Elec	Mack	1939	Mack Trucks 3 (Note 4)
<u>WILMINGTON & WESTERN RAILROAD, MARSHALLTON, DE</u>						
1	0-4-0	Fireless	Steam	Porter	1950	Delmarva Power & Light 1
1	0-4-0	JLB	G-Mech	Plymouth	1943	American Car & Foundry
*3	0-6-0T		Steam	Vulcan	1943	U. S. Navy
14	2-8-0		Steam	Alco	1918	Buffalo Creek & Gauley 14
34	B-B	65-ton	D-Elec	GE	1942	U. S. Army 7349 (Note 5)
37	2-8-2T		Steam	Alco	1924	Pacific Lumber 37
58	0-6-0		Steam	BLW	1907	Virginia Blue Ridge 4
92	2-6-0		Steam	Canadian	1910	Canadian National 92
*98	4-4-0		Steam	Alco	1909	Mississippi Central 98
113	0-6-0		Steam	Alco	1923	Central of New Jersey 113 (Note 6)
425	4-6-2		Steam	BLW	1928	Gulf, Mobile & Northern 425
2839	4-6-4		Steam	Montreal	1937	Canadian Pacific 2839 (Note 7)
*4662	Railcar		D-Elec	Pullman/Brill	1928	Pennsylvania 4662
6894	0-6-0		Steam	Cooke	1912	New York Central 6894 (Note 8)

NOTES:

- 1 - Rebuilt from Model SC 1957
- 2 - Leased out for commercial use
- 3 - Leased from Commonwealth of Pennsylvania
- 4 - Former electric locomotive
- 5 - Leased from South Branch Valley
- 6 - Stored at Locust Summit, PA
- 7 - Owned by Royal Hudson Locomotive Company
- 8 - Stored at Hagerstown, MD

ABBREVIATIONS:

- (c) - Common carrier * - In passenger service, 1982
- G-Elec - Gas-electric G-Mech - Gas-mechanical
- D-Elec - Diesel-electric D-Mech - Diesel-mechanical
- Alco - American Locomotive Company
- BLH - Baldwin-Lima-Hamilton Corp.
- BLW - Baldwin Locomotive Works
- EMD - Electro-Motive Division, General Motors Corp.
- GE - General Electric Company

CREDITS:

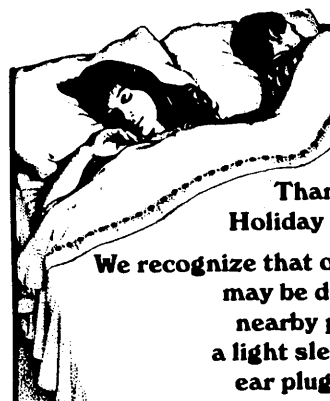
- The Short Line, G. M. McDonald, Editor ---Richard O. Adams
- Robert Wilt ---F. G. Tatnall
- Extra 2200 South, Don Dover, Editor

The notice reproduced at the right may be found in guest rooms on the railroad side of the Holiday Inn at Cumberland, MD, facing the Chessie System's B&O mainline, which passes through that important rail town.

EXTRA LIST (Continued from Page 4)

AUGUST 20, 1982: Annual summer dinner trip of Philadelphia Chapter. Special notice giving full details will be mailed to all members. Effort has been made to having affair in a location northwest of Philadelphia, but with other areas being considered.

SEPTEMBER 12: Special excursion on Maryland & Pennsylvania Railroad ("Ma & Pa") from York to Red Lion and Hanover, PA, using Gettysburg Railroad coaches and ex-RDG GP7 #86. Sponsored by Philadelphia Chapter and Rail-tours of America, Inc. For information, send stamped, self-addressed envelope to: Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.



Dear Guest,
Thank-you For choosing the
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We recognize that occasionally, our guests
may be disturbed by sounds from
nearby passing trains. If you are
a light sleeper, you may find these
ear plugs helpful in assuring you
a restful night's sleep.

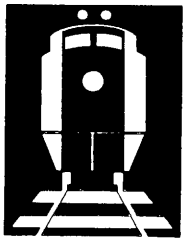
Thank-you,
THE MANAGEMENT



FRANK G. TATNALL, JR.

SEPTA's commuter rail system is approaching its ultimate crisis: the next six months will probably determine whether or not Philadelphia will continue to have suburban rail service at all. The immediate problem is to keep the trains running beyond June 30 when the present contract with CONRAIL expires. The stage was set for another confrontation when the SEPTA board on May 26 voted to pay Conrail a total of \$21.5 million for operating the system until December 31—\$4.9 million less than the cost estimate submitted by Conrail. In taking issue with some of Conrail's figures, SEPTA has decided to do battle with the railroad and risk another shutdown threat such as occurred during a similar standoff earlier this year. That dispute was settled by a Federal judge just days before service was to end on March 31.

An even tougher hurdle looms at year's end, when CONRAIL by law will exit the passenger business entirely. SEPTA is trying to hammer out the myriad of details necessary for a takeover of the commuter system, but time is extremely short for such a massive undertaking. Because SEPTA does not want to hire any employees covered by Federal labor laws, as are Conrail workers, it has contracted with the U.S.-sponsored Commuter Services Corp. to run the trains while SEPTA itself is taking on about 300 management people to supervise the operation and provide support services. Under terms of the Northeast Rail Service Act of 1981, SEPTA and CSC have until August 1 to reach agreement with the unions on which Conrail personnel will be transferred to the new operation, and until September 1 to negotiate contracts on pay and work rules for these workers.



CONRAIL now operates a total of 554 daily trains for SEPTA on 12 commuter lines which will carry about 24 million riders during Fiscal Year 1982 (ending June 30) at an expected cost of \$96.5 million. Over 1,400 workers are employed in the operation. By contrast, NJ TRANSIT will pay about \$192.2 million for its commuter service in FY 1982, which carries some 36 million riders a year on 451 daily trains. There are about 3,000 employees in NJT's rail service.

In a talk before the University of Pennsylvania's Wharton Club on May 19, SEPTA General Manager David L. Gunn gave a gloomy assessment of the future for commuter rail in Philadelphia. He said that high operating costs and reduced financial support from Washington may bring the trains to a halt by the end of this year. "That would be a tragedy," he declared, "but the City will survive." In addition to high labor costs, which Gunn estimated at 70 percent of total operating costs, he said that the commuter system suffers from tremendous deferred maintenance and needs at least \$100 million a year in capital improvements just to bring it back to its former condition. With the exception of the AMTRAK main lines, the physical plant is a "basket case," he said, and lines such as the Chestnut Hill West branch are in such deplorable shape that even SEPTA's engineering consultants were "shocked" by what they saw.

Gunn made some unflattering comparisons between the productivity of SEPTA's transit workers and those manning the commuter lines, saying that it is absolutely essential that commuter rail employees be brought under work rules similar to those on the subway-elevated routes. About 60 percent of SEPTA's transit costs are covered by the farebox, he pointed out, while only 37 percent of commuter rail costs are met from fares.

For the second time in less than a month, Teamsters Union pickets disrupted commuter rail service during the rush hour on May 22. The pickets were protesting the May 1 layoff of 14 CONRAIL police officers and deployment of SEPTA's own security personnel at Reading Terminal and Suburban Station. Three days later, the U.S. Supreme Court refused to hear SEPTA's appeal of a lower court ruling which ordered SEPTA to negotiate an agreement with Conrail workers who now run the trains, rather than hire new employees. The ruling, which was based on provisions of last year's Northeast Rail Service Act, apparently does not cover non-operating employees such as police and building maintenance workers, who have already been displaced by SEPTA or outside personnel. SEPTA now plans to take over most ticket sales positions at Reading District stations on August 1.

The long-delayed Airport High-Speed Line was the subject of a major article in the June 1 Inquirer. The \$90-million, 9.4-mile line, which will operate between Suburban Station and International Airport, has been on the drawing boards since 1965 and under construction since 1975, and is expected to open for service in January 1984—at the same time as the more ambitious center city rail tunnel. Chamber of Commerce President W. Thatcher Longstreth, an early proponent of the airport line, calls it "the City's single most embarrassing project in the last 20 years...a classic example of the inability of government to get a job done." While much of the physical work is now complete, an additional year's delay will be caused by track relocation along AMTRAK's Corridor route in Southwest Philadelphia, which the airport line will share for about a mile.

SEPTA held five public hearings last month on its proposal to increase transit fares and restructure commuter rail fares. Hearings in suburban counties produced light turnouts and general support for the proposals, but the center-city hearing on May 27 drew some opposition to the five-cent increase in base transit fares and reduction in student discounts. There was also some dissent on the suggested increase in commuter rail fares from close-in stations.

(Continued on Page 11)

PHILADELPHIA EXPRESS *(Continued from Page 10)*

There is still a British Leyland railbus in SEPTA's future, but no date has been set for its arrival in Philadelphia. One or more of the bus-like vehicles is expected to run on the Fox Chase-Newtown line, which will require installation of special wheel detector devices to activate highway crossing signals.....SEPTA reissued its Timetable HS-1 on April 25, but only one train on the Fox Chase-Newtown line was changed. Train 34 now leaves Fox Chase at 6:13 PM on weekdays instead of 6:05, the result of a later connection from Reading Terminal.

Wilmington line service was reduced by seven trains effective June 1 for a period of at least six weeks. Single-track operation between "Arsenal" and "Brill" towers in Southwest Philadelphia required elimination of four morning and three evening trains, the result of construction work as AMTRAK builds a new interlocking plant in the Grays Ferry area.....SEPTA still plans to take the Elwyn-West Chester line out of service for six months beginning July 1. The 12-mile single-track branch is to be rebuilt and, at the same time, used as a "training ground" for SEPTA personnel. It is unclear, however, how Amtrak ballast trains from Glen Mills Quarry will be handled during this period.....SEPTA's new Ambler commuter station was dedicated May 17.

NJ TRANSIT NJ TRANSIT has announced that it will operate no special trains during the rest of 1982, because of its ongoing takeover of CONRAIL commuter operations and numerous construction projects. As a result, Jersey Central Chapter has cancelled its "farewell-farewell" trip with red GG1 #4877 scheduled for mid-August.....NJ TRANSIT will boost rail and bus commuter fares by an average of 17 percent on July 1. The increases are expected to generate about \$22.6 million in added revenue to help offset a \$66 million shortfall in the agency's Fiscal 1983 operating budget of \$414 million.

The 205-day strike against Westinghouse Air Brake (WABCO) and Union Switch & Signal ended on May 24 when 3,700 workers in the Pittsburgh area ratified a new contract with parent company American Standard. This means that brake and signal equipment is again flowing to the railroads and carbuilders, which should allow swift completion of SEPTA's 141-car order for new Kawasaki trolleys and a step-up in deliveries of 125 Kawasaki cars for the Broad Street subway. Both are being assembled at the Boeing Vertol plant in Eddystone.

SEPTA By the end of May, 94 of 112 Kawasaki trolleys had been delivered for the subway-surface lines and 7 of 29 for Red Arrow. Many of the cars were not in service, however, due to a shortage of brake shoes. In operation the Kawasakis' reliability has been good, and the public has found them a luxurious replacement for the "rolling wrecks" which the PCC's had become. In addition, SEPTA has kept the new cars virtually spotless and free of graffiti—an effort made easier by the tight security at Elmwood depot. The cars cost \$476,000 each.

A strike by 29 drivers and six mechanics shut down SEPTA's tiny Frontier operation on June 2, cutting off service for about 3,000 daily riders in Montgomery and Bucks Counties. The workers are asking for parity with other SEPTA Suburban Division workers—Frontier drivers earn \$6.58 an hour under the old contract while Red Arrow drivers make \$8.90 an hour. Frontier has eight routes—93 to 99 in the Norristown area and 153 which serves Croydon, Bristol and Levittown. Route 94 between Chestnut Hill and Center Square began service May 17 and Route 99 was due to be extended from Phoenixville to Royersford on June 7, while new Route 91 is scheduled to open July 6 between West Chester, Kennett Square and Oxford.

Trackless trolleys are once again operating on Routes 59 and 66 in the Northeast and Routes 29 and 79 in South Philadelphia, following repair of most AM General coaches which SEPTA had rejected last year. The vast fleet of stored units has disappeared from the American Motors facility on Street Road, Bensalem, and most of these are presumed back in service. Route 75-Wyoming Avenue is still operating with buses and some wire is missing on this route.....Route 23-Germantown Avenue is to be bused this summer, as noted in the last issue of Cinders. This will leave only Routes 6, 15 and 56 as rail operations in North Philadelphia—at least until fall. El Simon advises that the 148-car program for rebuilding PCC's has been reduced to 99, presumably because of SEPTA's well-publicized study recommending phase-out of all city trolley routes except the subway-surface lines.

Bullet car #204 is in new red, white and blue paint, having visited the shop following an accident at West Overbrook last year.....A new switch has been installed at Gulph Mills station preparatory to a track replacement program which will require single-track operation this summer.....Branford Museum will run an excursion with two bullets and two 160-cars on June 27 to mark the 75th anniversary of the Norristown high-speed line. The Philadelphia & Western began service on the line May 22, 1907.

David Williamson, 28, Mayor Green's transportation coordinator, has withdrawn as a candidate for the SEPTA board. The Mayor nominated Williamson to replace John Bailey, who has resigned, but City Council made it clear that it wants someone else.....SEPTA will run the Cultural Loop bus this season after all, beginning on June 27.....Old Woodland depot is now vacant of everything but a collection of junk buses, and demolition work should begin soon. The site will be used for a new heavy repair facility for surface equipment.

All but one of the five remaining old "Frankford" el cars have been scrapped, including T-36, T-37, R-1 and R-2. Only the T-35 (ex-542) remains, which has been sold to the Trolley Museum of New York (BVTA Newsletter).....Market-Frankford line trackage at 69th Street Terminal will get new rail, ties and ballast this summer and weekday base service on the line will be stretched from 6-1/2 to 12 minutes (BVTA).....A device known as "V-Tag" is being installed on the new Kawasaki trolleys which will allow automatic routing through switches, both on line and at Elmwood depot.

(Continued on Page 12)

PHILADELPHIA EXPRESS (Continued from Page 11)

AMTRAK President Alan Boyd, in an article in the May 31 Railway Age, says that Amtrak ended 1981 "as America's sixth largest intercity transportation company, with ridership of nearly 21 million customers. We have attained this rank within our industry without extensive recognition and against great odds".....AMTRAK is planning to ask the Federal Railroad Administration for permission to raise maximum speeds on the Northeast Corridor from 110 to 120 mph.....The closure of AMTRAK's B&P tunnel in Baltimore on May 15-16 required the rerouting of several CONRAIL freight trains over the CHESSIE between Washington and Baltimore. Even after the tunnel was reopened, Amtrak for several days used E60 electrics to haul freight trains through the tunnel, fearing that the vibration caused by diesel locomotives might again cause the tunnel walls to crack.



Amtrak

AMTRAK last month issued its 1981 Annual Report, containing many color photos and a description of the road's progress over the past year and decade. Among 1981 statistics: record revenue growth of 16 percent to \$506.3 million surpassed the average growth of airlines; passenger miles increased four percent while other intercity public carriers experienced declines; long-distance trains registered an 11 percent ridership increase due to better on-time performance and new equipment.....The Broadway Limited will apparently stay on its present route through Fort Wayne, IN, instead of being diverted to the Toledo-Elkhart route as reported earlier. However, CONRAIL will single-track the Fort Wayne line as originally planned and a new signal system is to be installed (Mid-Atlantic Rail Passenger).....AMTRAK used at least two sets of rebuilt Maryland DOT equipment between New York and Washington on Memorial Day to increase capacity. AEM-7 locomotives hauled the HEP-equipped cars.

American Express has begun a series of coast-to-coast "Sentimental Journeys" by rail, using the heavyweight private car Chapel Hill and four privately-owned lightweight sleepers. The cars were hauled from New York to Washington on the rear of Train 81 Silver Star May 16 and are due to run again on June 13 and September 5. The one-way fare for the nine-day trip is \$2,295, and inquiries should be directed to American Express, 1710 JFK Boulevard, Philadelphia.....Ex-Lehigh Valley business car #353 and heavyweight sleeper Clover Colony will operate from New York to Chicago July 2-3 on AMTRAK Trains 187 and 51, the Cardinal, returning to Philadelphia via the same route July 4-5.

AMTRAK reports that its on-time performance for October through December 1981 increased to 80.8 percent from 76.1 percent a year earlier. Traffic systemwide declined by 6.7 percent.....Congressman James Florio of New Jersey has introduced a bill to transfer the Northeast Corridor Improvement Project from FRA to AMTRAK, in order to keep NECIP's authorization at the current \$2.5-billion level. FRA wants to cut the project back to \$2.19 billion.....AMTRAK has signed a contract with six non-operating unions representing 14,000 workers which holds wage increases well below those already agreed to by freight-hauling railroads in the U.S. The 39-month contract, covering three-quarters of Amtrak's 18,000 workers, is seen as significant because it will help reduce costs at a time when the Reagan Administration is pressing to cut back Amtrak's subsidy from \$788 million to \$600 million in Fiscal 1983.

A new process for destroying deadly PCB's has been developed by Sunohio Corp., a subsidiary of Philadelphia-based Sun Company. The process safely disposes of PCB's (polychlorinated biphenyls) contained in transformer cooling oil and allows the oil to be recycled. Many electric locomotives and MU cars contain PCB's in their transformers and the Environmental Protection Agency has a pending rule requiring their safe removal.....The City of Philadelphia says it will lose about \$700,000 a year in real estate taxes as a result of a new Federal law exempting AMTRAK from certain state and local taxes. The provision is expected to save Amtrak upwards of \$7 million a year nationwide.....AMTRAK has issued a new catalog of gifts and travel accessories bearing the Amtrak logo, ranging from coffee mugs to sports jackets. Copies will be available at the June 18 Chapter meeting.

CONRAIL



CONRAIL expects to receive more traffic through its Hagerstown (MD) gateway as a result of the NORFOLK SOUTHERN merger, some of it diverted from Potomac Yard. This rerouting will remove more freight traffic from AMTRAK's crowded Northeast Corridor.....CONRAIL last month retired its three remaining ex-New York Central S2 electric locomotives (built 1906), as well as its last five Alco RS3's and seven additional FL9 dual-power locomotives.....Ex-CONRAIL GG1 #4859, which has been purchased from Naporano Iron & Metal Company for display in Harrisburg, will soon be moved to the STRASBURG RAIL ROAD for restoration.....The James E. Strates carnival train will be at South Philadelphia yard June 28-July 12, after which it will go to the Delaware State Fair at Harrington. The 46-car train moved through Philadelphia on May 23 via CHESSIE and CONRAIL, enroute from Wilmington, DE to Yonkers, NY.....After 65 years of use, CONRAIL's branch line to Fort Dix, NJ was shut down last December 4. Low traffic levels caused the abandonment and the government decided that the cost of maintaining the service could not be justified. In the year ended September 30, only 26 carloads of freight were moved to Fort Dix and neighboring McGuire Air Force Base (New Hope Chapter Observation Car).

Last December the nation's railroads agreed on a new contract with 250,000 workers represented by ten non-operating unions. But no agreement has been reached with the Brotherhood of Locomotive Engineers, United Transportation Union or Yardmasters union, who together represent about 120,000 workers, and the BLE last month began taking a strike vote. The non-ops settled for a wage increase of about 32 percent over the 39-month life of the contract (assuming eight percent annual inflation). CONRAIL is not involved in the negotiations (Business Week).....The investment firm of Goldman, Sachs has been selected by the U. S. Department of Transportation to assist in the sale of CONRAIL to the private sector—in whole or in parts. Under Federal law, it is expected that the sale will be negotiated in 1983.

(Continued on Page 13)

PHILADELPHIA EXPRESS (Continued from Page 12)

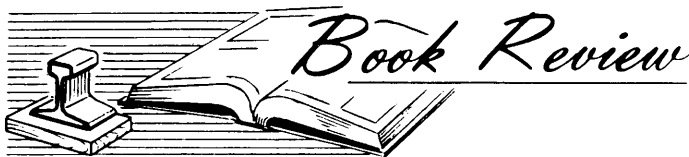
A new proposal for rail passenger service to South Jersey has been submitted by the Delaware Valley Association of Railroad Passengers. The DVARP plan suggests 17-19 daily round-trips between Woodcrest and Atlantic City using rail diesel cars, with bus connections on either end. Service would also be provided between Woodcrest and Ocean City/Cape May. Earlier proposals advanced by the Atlantic City Railway and the AMTRAK-FRA Emerging Corridors group envision locomotive-hauled trains to Atlantic City (Mid-Atlantic Rail Passenger).....Wilmington & Western is still on track with its planned purchase of CHESSIE's Landenberg branch in Delaware. All that is needed now is the Interstate Commerce Commission's approval of the transfer.

New York's METROPOLITAN TRANSPORTATION AUTHORITY has announced that it will purchase 825 new subway cars from Bombardier, Inc. of Canada, and the Budd Company is objecting. The reason for the complaint is Budd's charge that its price and delivery dates were more favorable but that Bombardier got the \$662-million job because the Canadian government helped provide lower credit terms. Japan's Kawasaki Heavy Industries recently won a \$274-million MTA contract for 325 subway cars which involved subsidized financing by the Japanese government. Budd is, however, going to build 186 new cars for MTA's LONG ISLAND RAIL ROAD, worth \$175 million..... Budd Company workers voted in April to accept contract concessions similar to those recently agreed to by unions at Ford, General Motors and American Motors. While much of Budd's sales are made to the auto industry, almost all of the 1,100 workers at the Red Lion railcar plant in Philadelphia voted to reject the new contract.

NORFOLK SOUTHERN CORP., the holding company which owns SOUTHERN and NORFOLK & WESTERN RAILWAYS, officially went into business on June 1. Its headquarters are in Norfolk, VA though the two subsidiaries will continue to maintain separate general offices in Washington, DC and Roanoke, VA. N&W's Robert B. Claytor has been elected chairman of NS and former Southern President Harold H. Hall is now president of the 18,000-mile railroad.

.....DELAWARE & HUDSON, struggling to hold on until the Mellon interests can acquire it, has asked for deferral of principal and interest payments on its \$37.5-million Federal loan. The ICC, having already approved the application of Timothy Mellon's Guilford Industries to take over the BOSTON & MAINE, is expected to rule by late July on Guilford's proposal to purchase D&H from the NORFOLK & WESTERN. According to press reports, however, Guilford and the D&H unions are at an impasse on new contract proposals which would require wage and work rule concessions.....D&H has returned to its former locomotive color scheme of gray, blue and yellow, which was abandoned in 1977. Since then, the railroad has experimented with a number of schemes, most recently a solid blue with black frame and diagonal yellow stripes on the nose.

Nothing much has been heard recently about Pennsylvania's High Speed Inter-City Rail Passenger Commission, which was created by a state law last winter to assess the feasibility of a new high-speed rail line between Philadelphia and Pittsburgh. The nine-member commission has \$850,000 in state money to complete the study (Harrisburg Chapter Rail Review).....Ex-Reading 4-8-4 #2100 has not yet been moved from Hagerstown, MD to the State Museum at Strasburg, but the plan is apparently still alive.....The DURANGO & SILVERTON NARROW GAUGE RAILROAD in Colorado has acquired four hopper cars from Pennsylvania's East Broad Top Railroad for ballast loading (Rocky Mountain Railroad Club Rail Report).....Malcolm F. Ottinger of Phoenixville, who saved seven steam locomotives for his ill-starred Valley Forge Scenic Railroad, died on October 24, 1981. Two of his engines, 0-6-0 #58 and 4-6-2 #425, are now owned by the Wilmington & Western (HRCV Lantern).....In 1981 the nation's 12 biggest airlines had a combined loss of nearly \$750 million (Champlain Valley Chapter Shortline).....Final plans are being drawn by the City for a start-up of tourist trolley service this summer on Delaware Avenue. The major delay now is in installation of poles and overhead wire, which is to be performed by SEPTA crews under contract.



THE MA & PA: A HISTORY OF THE MARYLAND & PENNSYLVANIA RAILROAD. By George W. Hilton. Howell-North Books, 11175 Flintkote Avenue, San Diego, CA 92121; Revised edition, 1980; 220 pp. \$12.95.

The second edition of George W. Hilton's modest classic, *The Ma & Pa*, offers an epilogue to the original 1963 work. What Hilton does is to examine in a new chapter the role of Emons Industries who "saved" this famed shortline from extinction. In 1971 the small conglomerate acquired the property for two reasons: to enter the railroad business and to gain access to the North American freight equipment pool. By rebuilding and later manufacturing boxcars at the Ma & Pa's York, PA yards, the Emons people offered a viable means of keeping the sinking carrier afloat.

While this history of the Maryland & Pennsylvania covers the "nuts and bolts" dimensions nicely—surely a delight to all types of rail buffs—it remains deficient in several important areas. Hilton gives precious little coverage to how the company handled labor matters. For example, he merely mentions in passing that a lifetime employee had "once been conductor during a strike," a dispute that he totally ignores. There is sparse coverage of the shortline's overall relationship with State and federal regulatory agencies. And Hilton might have related the Ma & Pa more fully to the larger story of national railroading.

What should not be overlooked in this review is that George Hilton superbly captures the essence of this wobegone 77.2-mile railroad. The narrative, the splendid photographs, timetables and other illustrations convey the reasons that this puny pike became such a darling of railfans from the 1930's to the present. After examining the Hilton study, it is easy to visualize a hard-working Consolidation traveling the stiff grades and the excessive curvature of what was once the picturesque Baltimore to York railway.

(Reviewed by H. Roger Grant in the *Lexington Newsletter*)

Claytor on Inside Track for Amtrak Post

W. Graham Claytor, Jr., former chairman of the Southern Railway and originator of its famed steam excursions, is the top candidate to replace Alan S. Boyd as president of Amtrak.

According to press reports, the 70-year-old Claytor has the backing of Transportation Secretary Drew Lewis and several influential Congressmen. The Amtrak board was scheduled to meet the week of June 7 to select a new president, who will assume his duties after Boyd's resignation takes effect on June 30.

Claytor, whose brother Robert is the newly-named chairman of Norfolk Southern Corp., is now an attorney with the prestigious Washington law firm of Covington & Burling. Previously he served as Secretary of the Navy and Assistant Secretary of Defense under President Carter after retiring from the Southern in 1977. He joined the railroad as vice president of law in 1963, was named president in 1967 and chairman in 1976, receiving much of the credit for Southern's superior financial performance during that period.

Among railfans, however, he was principally known for his enthusiastic support of steam-powered specials, frequently riding the trains with 16mm movie camera in hand and sometimes running the locomotives. He also insisted on keeping Southern out of Amtrak while maintaining the Southern Crescent as a premier passenger train between Washington and New Orleans. He is a long-time NRHS member and has been a special guest at several national conventions.

Cincinnati to Host 1984 Convention

Cincinnati Chapter's bid to host the 1984 NRHS national convention was approved at the spring directors meeting last month in Boston. Already scheduled are the 1983 convention in Richmond, VA and the 1985 event in Lancaster, PA. The latter will mark the Society's 50th anniversary.

Consideration is being given to a joint convention with the National Model Railroad Association. This gigantic event is planned for Boston, MA in 1986.

(NRHS News)

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