



CINDERS

May 1982



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Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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Philadelphia, Pa. 19101

PHILADELPHIA CHAPTER, NRHS, Inc.
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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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Our Meeting:

Our May, 1982 program will feature an in-depth look at Philadelphia's new Light Rail Vehicle, presented by Chapter Member Russell Jackson, Manager, Engineering Standards and Quality Assurance for SEPTA. Russ's illustrated slide talk will present to our members much technical information on these fine cars, as well as a look into the design and passenger comfort features. We are fortunate to have this presentation from Russ, who has been directly involved in placement of the LRV's in operation on the SEPTA system.

Our meeting date is Friday evening, May 21, 1982, at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia. Dinner (\$8.00 per person) will be served, by advance reservation, in the Club Dining Room at 6 PM. Our meeting begins in the Conference Room at 7:30 PM. The Chapter board of directors will meet at 7:00 PM on the first floor.

We invite you to come out, bring a friend, and learn all about the "Kawasaki" cars that we've been seeing and riding on the Philadelphia subway-surface and Red Arrow. Mark your calendar and make a date with Philadelphia Chapter, NRHS on May 21.

Dinner reservations should be phoned to Vice-President Tatnall at 828-0706 ON OR BEFORE WEDNESDAY, MAY 19, PLEASE.

"Ma & Pa" Special Set for September 12

The legendary Maryland & Pennsylvania Railroad will be the scene of a rare passenger excursion on Sunday, September 12, 1982, sponsored by Philadelphia Chapter as agents for Railtours of America, Inc. It will be the first revenue passenger train over the former Penn Central branch between York and Hanover, PA since "Ma & Pa" began operating the line in 1976.

While detailed schedules have not yet been finalized, it is expected that the NRHS special will leave York about 10 AM, covering all of M&PA's operating trackage. This includes nine miles of the former York-Baltimore mainline to Red Lion as well as the 19 miles to Hanover.

It is planned that GP7 locomotive #86 (ex-Reading 621) will be used, together with coaches from the Gettysburg Railroad. Other M&PA diesels will also be available for photography, most notably SW900 #83 which was rebuilt in 1957 from a Model SC unit constructed in 1936 by Electro-Motive Corp.

When further details are known, a flyer will be issued and the information reported in Cinders. Members should mark their calendars now for this unusual event.



Schedule changes in our area were fairly limited with one Washington-Boston train rescheduled to run an hour earlier weekdays (as the *New England Zip* - sounds like a mail train). In any event, AEM-7's have now gone on the *Night Owl* and *Montrealer*, so the use of E60's is that much less.

Summer consists show service at least at last year's level except on Florida trains which each lose the equivalent of a coach in seating (and the *Silver Meteor* a sleeper as well). The *Empire Builder* gets a third Superliner sleeper this summer to cope with tour traffic. The *Broadway Limited* is diagrammed for 19 cars, up three from last summer: a coach from New York, and a baggage car and Slumbercoach out of Washington. The *Cardinal* does well and will add a second sleeper for the summer season. Incidentally, the *Montrealer* not only keeps its Slumbercoach for the summer, but gets a second first-class sleeper as well. In addition, a Slumbercoach has been assigned to the *Silver Star*, thus making for identical consists on all the Florida trains.

Amfleet II cars are currently anticipated only on Florida trains, with two New York-Miami and three New York-St. Petersburg on all trains and a lounge to Miami. This will require 45 Amfleet II coaches and nine Amfleet II lounges, not all of which have been delivered yet. Cars delivered through the end of April include coaches 25000-25043 and lounges 28000-28006.

All "steam" cars are stored except for 19 coaches leased to New York MTA and operating out of Grand Central Terminal, and two diners and five dome coaches leased to the Alaska Railroad.

The LRC equipment has ended its tour on Amtrak, and locomotive 39 and cars 41-42 and 44-46 went back to Montreal on the rear of Train #60 on April 28. The balance of the fleet was scheduled to return to Montreal at an early date, but was noted at Sunnyside the first week of May, with the exception of coach #47, which has been stored at New Haven shops under repairs for some time.

EMD delivered two more AEM-7's, #943 and 944, with only the 932, 945 and 946 to go, and their delivery will undoubtedly be delayed by the much-noted WABCO strike. The unit damaged in the collision near Grundy tower in Bristol, the 933, is at Wilmington shop for a major repair job.

The number of E60's in service now stands at 16, with the units observed (April 28-29) on the following jobs: 956 on Train 19; 958 on Train 20; 963 on Train 200; 964 on Train 151; 965 on Train 88; 966 on Train 202; 970 on Train 81; 972 on Train 67; 974 on Train 82. The 957 was assigned as protection power at Harrisburg, with the 971 doing like duty at Baltimore. The 959 was switching at New York, as was the 973. The 967 was shopped at Washington, and the 960 and 969 were at Wilmington shop. Stored units are the 950-955, 961-962 and 968. The 975, of course, is at the DOT Test Center at Pueblo, CO.

Four SDP40F's have been assigned to work train service for continued duty, with two on the Baltimore Division as noted previously, and two at Niles, MI, where Amtrak is undertaking major track work on a portion of the Chicago-Detroit line which Amtrak owns. The two units assigned to Niles are the 611 and 631.

Alco RS3's still in use are the 100, 105, 106, 117, 126, 133, 136-138, 140, 142 and 144 at New Haven, and the 102, 120, 123, 127, and 134 at Wilmington. The 133 pulled some New Haven-Springfield SPV trains on April 7, serving as a snowplow during the heavy snows that day.

Bob Wayner's latest edition of his *Amtrak Car Spotter* has been released, and due to the state of change within Amtrak's fleet, the following adjustments should be made to bring your edition up to date:

ADD stored locomotives 4890, 4929 and 4931, plus cars 3203, 4532, 5400, PC 9107, 9110, 9173 and 9180.
 DELETE stored locomotives 447, 450 and 456, plus cars 1186, 1500, 2203, 3202, 3254, 3339, 3352, 3380, 3381, 4472, 4501, 4545, 4547, 4890, 4892, 5432, 5455, 5474, 5601, 8031, 8037, 8039, 8061, 8071, 8084, 8201, 9253, 9355, 9360, 9372, 9993 and 9994.

Make these ADJUSTMENTS: Car 1631 was cancelled - it would have been 1419; Car 1630 is ex-1414; Cars 3405, 3410, 3404 will be rebuilt as baggage cars 1178-1180; cars 1406 and 1402 will be rebuilt as baggage cars 1181 and 1183.

An April visit to Montreal and Toronto revealed the following items of interest: CN and CP Rail's Montreal commuter services are both down since my last visit, but negotiations are under way with the Quebec government to expand and improve them. The CN electrified service requires three locomotive-hauled and two MU trainsets in the morning, with one less locomotive-hauled set in the afternoon. Another diesel-hauled trip

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ON THE SCENE *(Continued from Page 2)*

runs across the St. Lawrence River to St. Hilaire Est. CP Rail uses six trainsets, pulled by F units 4040, 4070-4072, 4074 and 4075. Four sets use coaches and the other use gallery cars. With service down, only 18 of 41 coaches and six of the nine gallery cars were required.

As to VIA, they are operating LRC cars on two Montreal-Toronto round trips (Trains 60-61 and 66-67) and the Turbos on another (64-65). A recent VIA equipment listing showed 26 LRC cars on the books - a total of 40 coaches and ten club cars are due, although it appears only coaches are presently in use.

Unlike the cars used by Amtrak until their return, each VIA LRC car has an attendant providing food (snack) or beverage service from a small facility at one end, but the attendant also has a cart to provide at-the-seat service.

The LRC trains are diagrammed for four cars and one locomotive on the morning trip, with six cars and two locomotives (one on each end) on the afternoon train. Reservations are required and we noted eight cars on a Friday afternoon train. The LRC appeared to attain its maximum speed of 95 mph on largely jointed rail, and it appeared that the train's tilting feature was being used.

VIA hasn't retired many cars, but a recent listing shows 23 cars as sold and 173 as unserviceable - many of which will likely be retired. Among the latter are many "odd balls" such as the former *Crusader* cars and sleepers, diners and lounges no longer required with the reduction of long-distance service.

The use of sit-down meal service is limited to about six long-distance trains. The *Ocean* has a diner with new limited menus (and with them, prices and staffing levels). Yet, food is still cooked on board and staffing of these cars is one chef, two waiters and a steward. Because of the criticism of Amtrak's microwave cooking, it's important to note what VIA offers for the same staffing levels:

Breakfast - offers scrambled eggs, juice or cereal, sausage, bacon, hash browns, breakfast pastry and a beverage for \$3.95.

Lunch - at \$5.95 includes two choices - each including a salad, rolls, juice, strawberry crepe dessert and beverage. You can get chicken salad, or grilled pork chops, potatoes and vegetables.

Dinner - at \$6.95, includes poached salmon or pot roast of beef.

They also have a "night lunch" menu offering an a la carte selection of hamburger platter or a submarine sandwich and soup.

Dining service on the transcontinental *Canadian* consists of a Skyline coffee shop car between Montreal and Vancouver, and a diner between Toronto and Vancouver. Full meal service is provided on these cars, with menus which not only differ between the diner and coffee shop, but also offer different items (in the diner) each day of the trip.

In addition, VIA runs "microwave" food service on most other trains. However, the 16 "cafe-lounge" cars can provide cooked food and some trains use these cars to provide sit-down meal service.

VIA's trains out of Toronto to Windsor and Sarnia are often overlooked, but I noted a train to Windsor Friday afternoon with three units and 13 cars. The power on VIA's trains are GMD F units and MLW FPA and FPB units. The Tempo equipment basically leaves Toronto in the morning and returns that afternoon, while the conventional cars go out on the longer afternoon trains.

VIA schedules due to expire April 24 have been extended to June 1, at which point they will presumably switch to their summer service. VIA has stated that they will only run one section, albeit a long one, of the *Canadian* this summer.

In Toronto, GO TRANSIT operates an extensive commuter service with a "main line" between Oakville and Pickering via Toronto along the Canadian National's main line. Ten trainsets are required, with low-level cars used all day long and the distinctive bi-level cars coming out in the rush hours. Three branches see rush-hour service with another ten trainsets. Power for these trains includes eight GP40TC's (1966-67), which have HEP capability. Later units are eleven GP40-2's, with wide "comfort cabs" and six F40PH's. The F40's provide their own HEP, but the GP40's require former Ontario Northland FP7's rebuilt as power cars. All trains are bi-directional, with the FP7's or control cars on the opposite ends.

NJ TRANSIT instituted service with electric traction down to Matawan on April 25. The weekday pattern is similar to the old, except that most South Amboy trains now continue on to the next station. Weekend schedules are completely recast, with through trains on different timings and through locals from New York to Matawan replacing the former shuttles between South Amboy and Rahway. As before, there are through trains to both Newark and New York and the power change on the latter is still made at South Amboy (where the engine-house is).

SOUTH SHORE LINE changed emergency schedules on March 27 (from the first edition of February 8). The two RTA trainsets were retained, but they don't operate on weekends now and an additional Michigan City round trip was added with electric units.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

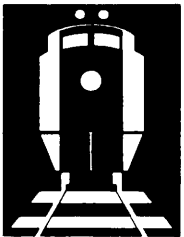
SEPTA continues to plan for the takeover of its regional rail system by Commuter Services Corp. next January 1. The CSC board voted last month to drop the word "AMTRAK" from its title, after parent Amtrak became a bit uneasy that the commuter train image might rub off on its intercity services.

Meanwhile, SEPTA is grappling with a more immediate problem on its rail system. It still must sign a contract with CONRAIL for the six months beginning July 1, after which Conrail will exit the passenger business. SEPTA Chairman David F. Girard-diCarlo says that he is looking for a "transition subsidy" of \$51.8 million to pay for taking over the service, and SEPTA must reach agreement by September 1 with the various labor unions representing Conrail workers.

One way to avoid the labor problem is to bring in someone else to do the work. SEPTA has done just that in two relatively minor areas, station maintenance and security. In March SEPTA was authorized by a special Federal court to take over certain cleaning and maintenance functions from CONRAIL, and it now has outside contractors on the job. However, when SEPTA attempted to replace 14 Conrail police officers with its own forces on April 30, Teamsters Union pickets disrupted the evening rush hour at Reading Terminal by standing on the tracks. The following week a Federal judge in New York denied the union's request for a restraining order against SEPTA, but set May 20 as the date for a further hearing on the dispute. SEPTA officials have long contended that existing labor agreements on the commuter rail system are too costly and they must be changed if the service is to survive.

The single-track line between West Chester and Elwyn will become a training ground for SEPTA personnel later this year, according to an announcement at the SEPTA board meeting last month. From July 1 through the end of the year the 13-mile line will be out of service and buses brought in to haul the 200 or so passengers who now use the six daily trains along the route. It appears that the branch will be used to test various maintenance techniques as well as to school supervisors and other employees in the basics of running commuter trains.Maintenance forces got some real-world experience on the West Chester branch when 11 cars of an AMTRAK ballast train derailed at Lenni, Delaware County on the night of April 9. Twelve hopper cars enroute from a Glen Mills quarry to Philadelphia behind GP9's 775 and 776 jumped the track on a curve, dumping stone over a wide area. It took nearly a week to restore normal service on the line. Then, on May 4, another Amtrak ballast train derailed two cars at Wawa station, less than a mile from Lenni, disrupting service for several more days.

R. B. Hoffman, regional manager for CONRAIL's SEPTA Commuter Region, is moving to the Metropolitan Region in New York, replacing J. F. Spreng as general manager. Hoffman in turn will be replaced by R. D. Huffman, formerly director of commuter contract control. Installation of welded rail on SEPTA's high-speed line near International Airport is now complete, and catenary towers are ready for the stringing of wire. However, it looks as if opening of the line will be delayed another year, until late 1983 at the earliest, due to construction work along AMTRAK's mainline between Brill and Arsenal towers in Southwest Philadelphia, an area where the airport line must share Amtrak right-of-way.



The toll of burned-out stations on SEPTA commuter lines continues to mount. Sedgwick station on the Chestnut Hill East branch was known for its classic turreted roof but it was torched by vandals last winter and the remains were bulldozed during the week of May 3. Wyndmoor and Germantown, both more modern stone stations on the same line, were damaged by fire during the winter, as was East Falls station on the Norristown branch. Within the past year or two 52nd Street station in West Philadelphia and the Claymont (DE) station were also destroyed, possibly by arsonists.

Construction work has started on a new storage yard for MU cars at Wayne Junction, part of the center city tunnel project. To make way the collection of retired ex-Reading and Pennsy electric cars has been moved to a yard at 20th Street and Indiana Avenue, where the old cars will be cut up. Meanwhile, the commuter tunnel remains on schedule. Steelwork is going up for a building complex above the new Market East station adjacent to Reading Terminal, and much of the tunnel itself appears to be complete between 10th Street downtown and the portal at 8th and Green. A new movable-point crossing has been installed where the tunnel trackage intersects the present Ninth Street branch near CP Brown interlocking, north of Spring Garden Street station. Apparently this will permit welded rail trains and other traffic to enter the tunnel as construction proceeds. It still remains to be seen how the tunnel tracks will be numbered - 1-2-3-4 from the south as in Pennsy practice or 4-2-1-3 as on the Reading. My money is on the Pennsy system.

SEPTA will soon try out a European-built railbus on its Fox Chase Rapid Transit (Newtown) Line, according to reports from Washington. Recent bad experiences with a British railbus on Boston commuter lines are a cause for concern, but the vehicle offers major operating economies on a low-volume line such as Newtown.

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That silvery looking paint being splashed on the roofs of SEPTA Silverliners is waterproofing compound, intended to stop persistent leakage problems in some of the cars.....Silverliner IV's 103-104, 159-160 and 179-180 have been borrowed from Reading Terminal service for use on the non-cab-signalized Media line..... SEPTA now has five single-track branches in its commuter system: Media-West Chester, Manayunk, Roslyn-Warminster, Doylestown and Cheltenham Junction-Fox Chase-Newtown, plus a one-mile stretch of the Norristown branch from DeKalb Street to Elm Street station in Norristown.

Some interesting changes in commuter timetables effective April 25: All Wilmington trains are renumbered into the 1900 series while Crum Lynne locals are now 2900's and Marcus Hook trains retain the 900-series numbers; The Paoli timetable, which had not been reissued since last August, goes back to the traditional vertical listing of schedules--the last SEPTA timetable to do so.

NJ TRANSIT last month declared its intention to take over its own commuter rail operations, rather than contract the job to Commuter Services Corp. as SEPTA has done. NJ Transit cautioned, however, that the Federal government must appropriate more money to accomplish the transfer from CONRAIL at the end of this year.....Congressman James Florio of New Jersey later said he would introduce legislation to give the state agency the additional \$13.1 million it says is needed to accomplish the transfer, and Transportation Secretary Drew Lewis said he would recommend spending \$50 million to \$80 million more in Federal funds to help Northeastern states cover the transition costs.

NJ TRANSIT officially opened its South Amboy-Matawan electrification on April 25. Thus far, only Arrow III MU cars have been used--no GG1's.....Governor Kean has nominated Princeton Attorney John P. Sheridan, Jr. to be the State's new transportation commissioner, replacing Anne P. Canby who stepped down April 16.

SEPTA plans to raise its base transit fare from 70 to 75 cents effective June 27, but reduce some commuter rail fares as part of a proposed \$380-million operating budget for Fiscal Year 1983. The budget contains an \$11.7-million deficit in commuter rail operations, which could grow much larger if SEPTA fails to get the "transition subsidy" it's asking for (see above). "If we do not realize labor reform or increased subsidies," declared General Manager David L. Gunn, "we will not be able to provide rail transportation the whole year. With monies that appear to be available right now, we could make it at least six months."

SEPTA For the first time in years, SEPTA will sell tokens at a discount--seven for \$5 or 71.4 cents a ride--minimizing the proposed fare increase. School tokens, however, would increase from 50 to 65 cents each. Commuter rail fares would be completely restructured to offer lower transportation costs to and from the suburbs, an area where substantial fare boosts in recent years have driven off large numbers of passengers. Included in the restructuring is a new monthly "TrailPass," good for unlimited trips on commuter lines as well as on buses, trolleys and subways connecting with the trains.

Public hearings on the fare proposals are scheduled for May 21-28 in the City and suburban areas. The SEPTA board will then vote on the program at its June 23 meeting.

SEPTA is planning a number of service improvements in Fiscal '83, including stepped-up frequency on some lines, improved cleanliness and reliability, courtesy training for employees, expanded paratransit service for handicapped patrons and addition of 29 security officers. A new bus route, #92, is on the drawing boards between King of Prussia and West Chester (although Route 21-Ivy Ridge-Chestnut Hill will be withdrawn next month). And, at long last, an updated system map is now out for bids.

SEPTA finally got its two ex-North Shore Liberty Liners off the property last month. Independence Hall was loaded onto flatbed trucks at 69th Street Terminal April 1 and arrived the next day at the Railways to Yesterday Museum, Rockhill Furnace, PA. The other Liner, Valley Forge, was purchased by the Illinois Railway Museum of Union, IL. It was loaded on two railroad flatcars at the CHESSIE SYSTEM's East Side yard on April 21-22, and departed the following week for Chicago.

What was revealed in Cinders two months ago has now hit the media. "Costs put trolleys on track to extinction," headlined the Daily News on April 13 after word leaked out that a SEPTA staff report has proposed that all surface trolley lines (other than the five subway-surface routes) eventually be converted to bus. The cars, tracks and power facilities are "totally exhausted," the study claims, and if the seven routes in question are to be retained they will need some \$350 million for new cars, track repairs and power improvements. SEPTA statistics show that 97,400 passengers ride the seven lines daily. The report cautioned, however, that trolley buffs are "numerous and well organized," and will fight for retention of the North Philadelphia rail lines, while bus enthusiasts are few "because the bus is so commonplace."

With Route 50-4th and 5th Streets, Route 53-Wayne Avenue and Route 60-Allegheny Avenue already converted "temporarily" to bus, and Route 23-Germantown Avenue scheduled to be bused over its entire length on June 20, there won't be much trolley service to worry about this summer in North Philadelphia. Only Routes 6, 15 and 56 will soldier on, and 15 will be the only line in the City using unrebuilt (orange) PCC's at all times..... Summer schedules on the City Transit Division take effect June 27.....The Cultural Loop bus will not be resumed this year. Route 38 will instead be rerouted to partially serve the area.....The Inquirer carried

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PHILADELPHIA EXPRESS *(Continued from Page 5)*

an interesting article in its April 14 editions about the varied neighborhoods to be seen from a Route 23 trolley on its 12-1/2 mile trip from Chestnut Hill to South Philly. "If you want to see a slice of life," the paper quoted SEPTA Official William Boone, "take the 23 trolley."

Mayor Green has nominated his transportation coordinator, David Williamson, to a post on the SEPTA board, replacing John Bailey who recently resigned. City Council, however, has delayed its confirmation of Williamson.....On April 7 Mayor Green helped dedicate the first two Kawasaki cars built for the Broad Street subway. Because of the continuing strike at WABCO, the brake supplier for the 125-car order, it now appears that a six-car revenue train will not go into service until sometime next month, at the earliest.....SEPTA is now publishing a monthly leaflet entitled "The SEPTA Way," which lists various Philadelphia events, their dates and what transit routes reach them.....SEPTA is considering an increase in its rail charter rates, the first in many years. If approved, the higher rates will go into effect this summer.

With the help of Governor Thornburgh, SEPTA last month dedicated its rebuilt Southern depot in South Philadelphia. The \$4-million improvement project is expected to help SEPTA mechanics better maintain the 250 buses and trackless trolleys assigned to the depot.....Rush hours at 69th Street are quite interesting these days, with new Kawasaki trolleys mixing with 1932-era "80" cars, 1941-vintage Brilliners and postwar St. Louies--not to mention bullets and 160's in three different paint schemes over at the Norristown platform. Hurry, though, because those 80's and Brilliners may be gone by the end of the year as the rest of the Kawasakis are delivered.....The number of people riding public transportation to work in the U.S. declined by 10.6 percent during the 1970's, according to a Census Bureau report summarized in the Wall Street Journal. Despite skyrocketing fuel costs, only 6.3 percent of American workers used public transportation to get to their jobs in 1980, down from 8.9 percent in 1970.

Despite opposition from the Reagan Administration, Transportation Secretary Drew Lewis has been pushing for a five-cents-per-gallon increase in the Federal gasoline tax which would raise \$5 billion a year. Of this Lewis wants \$1 billion to be devoted to mass transit improvements. Lewis agreed with other Administration officials that the Federal government should follow through with plans to eliminate transit operating subsidies by 1985 but increase its outlays for capital programs through the "block grant" approach.....Meanwhile, in line with the President's expressed desire to shift more transit funding to states and cities, the Pennsylvania Tax Commission has recommended that the proposed cut in Philadelphia wage taxes for suburban commuters be linked with a .2-percent regional income tax on all residents to finance SEPTA.....Pressure is increasing in Congress to repeal the so-called "safe harbor" leasing provisions of last year's Economic Recovery Act, which allow public authorities such as transit systems to sell equipment to private companies, then lease it back and thereby secure tax benefits which they otherwise could not enjoy. Most major transit authorities--including SEPTA--have already taken advantage of the provisions to bring in badly-needed cash, and don't wish to lose them.



Amtrak

AMTRAK President Alan S. Boyd will resign effective June 30, after four stormy years as chief executive of the passenger rail corporation. He is generally acknowledged--even by his enemies in Washington--to have been highly effective in improving Amtrak's operations and preventing its dismemberment by the last two Administrations.....AMTRAK will ask permission to increase maximum train speeds along the New York-Washington Corridor from 110 mph to 120 mph, according to a report in Railway Age.....AMTRAK is negotiating new contracts with various operating employees now working for CONRAIL on Northeast Corridor trains.....AMTRAK increased its fares by an average 6.5 percent effective April 25, but some Corridor fares were raised by only 3.5 to 4.5 percent.

AMTRAK's revenue-to-cost ratio rose from 41.1 percent in Fiscal 1980 to 42.1 percent last year, according to NARP News. By law, the ratio must reach 50 percent this year. FY '81 revenues rose 16 percent from the previous year and on-time performance improved from 69.1 percent to 77 percent.....American High Speed Rail Corp. has been formed by a group of investors to raise \$2 billion for "bullet" train service between Los Angeles and San Diego. Much of the money is expected to come from Japan, which already has extensive high-speed rail service. AMTRAK will be a partner in the new company but will not contribute any capital to the project except for preliminary studies.....AMTRAK is laying welded rail on the #4 track between Paoli and Downingtown, but the use of concrete ties is being confined to track projects on the north-south corridor.

CONRAIL has reported a loss of \$25.7 million on revenues of \$944.2 million for the first quarter of 1982, compared with a loss of \$65.9 million on revenues of \$1.06 billion in the same 1981 period. It was the smallest first quarter loss in the railroad's six-year history, and came in spite of severe weather and a steep decline of about 22 percent in carloadings. Conrail attributed the performance to its continuing efforts to cut costs.....CONRAIL announced last month that it will remain as owner and operator of the former Erie Lackawanna Southern Tier route through New York State, will run a total of six through freight trains a day over the line as required by a recent State court decision and provide quality service to all shippers on the line. The Southern Tier route has also been shifted from the Eastern Region to the New Haven-based Northeastern Region, and an assistant general manager appointed with offices in Elmira, NY.

CONRAIL



On April 1, CONRAIL's sixth birthday, Chairman L. Stanley Crane appeared before a Senate subcommittee in Washington to report on the progress the carrier has made toward becoming a self-sustaining railroad within the private sector. Crane repeated that he did not expect Conrail to require any additional funding from the Federal treasury.....CONRAIL and Bethlehem Steel have signed a

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five-year agreement for hauling coke from eastern origins to Burns Harbor, IN, using a fleet of 350 new cars of 70-ton capacity. Expected revenue for Conrail will be \$70 million during the contract period..... The proposed coal dumping facility at Port Richmond terminal, to be built by Cibro Petroleum, Inc., has run into a snag because of problems in obtaining the right grades of coal. As a result, construction has been delayed for at least a year, according to a report in the Inquirer..... CONRAIL ran an inspection train from Philadelphia to Chicago the week of April 21 with E8 #4022 and business cars 2, 3, 11 and 10..... Blue E8 #4022 and NJ TRANSIT's tuscan-red GG1 #4877 shared the same track at AMTRAK's Race Street engine terminal in Philadelphia April 29..... All overhead wire has been removed on the RF&P entering Potomac Yard, Alexandria, VA, making it extremely unlikely that electric freight service will ever resume to that important gateway.

MARYLAND & DELAWARE RAILROAD on April 15 began operating a 26.7-mile line between Frankford, DE and Snow Hill, MD which CONRAIL had sought to abandon. The branch was purchased by the government of Worcester County, MD..... The Interstate Commerce Commission has approved about 75 percent of the 350-plus abandonment applications submitted by CONRAIL last year, covering some 2,600 miles of lightly-used branch lines..... The Wall Street Journal on March 29 carried a long article about the difficulties which many new shortline railroads are having in just staying alive. "Most of the little lines are doomed to fail," says WSJ, because they "are often undercapitalized, mismanaged, bullied by the big railroads and government subsidy cuts are threatened. Transportation experts predict that more than half of (the newly-formed shortlines) will run out of steam soon."

BRANDYWINE VALLEY RAILROAD, Coatesville, PA, now has three former Conrail NW2's in operation, #8201 (ex-CR 9236), #8202 (ex-CR 9228) and #8203 (ex-CR 9259). In addition, it has CR 9230 on lease and former CR 9207 is now Lukens Steel mill switcher #43. Lukens owns the three-mile BVRY..... "No Way to Run a Railroad" is an interesting new book on the collapse of Penn Central. Its author is Stephen Salsbury..... "I LOVE NEW YORK" is the message emblazoned on 200 blue-and-white boxcars recently rebuilt at New York State's expense for the DELAWARE & HUDSON (Bergen-Rockland Chapter Stoker)..... E. J. Quinby, the noted electric fan and founder of the Electric Railroaders' Association, died in November..... CHESSIE SYSTEM is planning a big celebration next year to mark the 50th birthday of its Chessie the Cat trademark. Steam or diesel-powered excursions are a good possibility (RRE Journal).

At the spring directors' meeting in Boston, the NRHS board approved New Hope Chapter's request to change its name to Delaware Valley Chapter..... It looks like Harrisburg has saved GG1 #4859 from the scrapper, and will put the 44-year-old electric on permanent display at the Amtrak station. The preservation effort was begun after #4859 was retired by CONRAIL and local fans discovered that it was the first GG1 to haul a revenue train into the capital city when the Pennsy electrification was completed in 1938. It was also one of two units which pulled the last GG1-powered freight train out of Harrisburg in November 1979. Lancaster Chapter has loaned money for the purchase, which includes buying GG1 #4910 from AMTRAK for shipment to Naporano Iron & Metal Company as a replacement for 4859. The 4910 moved from Wilmington to Newark, NJ on May 7 for delivery to Naporano.

NJ TRANSIT has a new telephone line for information on South Jersey bus and rail service. Dial 1-800-582-5946 between 6 AM and 11:30 PM daily.

DELAWARE AVENUE TROLLEY LINE NEARS REALITY

Philadelphia's first new electric trolley line in half a century appears close to reality, according to sources at City Hall and the Buckingham Valley Trolley Association.

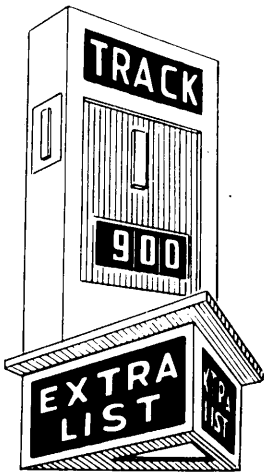
As part of its "Century 4" celebration marking the 300th anniversary of Philadelphia, plans are being drawn for a tourist rail operation of about one-and-a-half miles along Delaware Avenue between the Benjamin Franklin Bridge and Fitzwater Street. Initially, BVRTA would move two cars from Buckingham to Philadelphia for use on the line: ex-PRT, ex-Red Arrow #26 (Brill 1918) and ex-Wilmington single-truck #120 (Brill 1904). Car-barn facilities would be temporarily located in Pier 5 North at Delaware Avenue and Arch Street.

Other BVRTA equipment to be eventually moved to Pier 5 includes ex-Philadelphia & Western interurban #46 (St. Louis 1906), ex-Red Arrow center-door #76 (Brill 1926) and ex-PTC double-end #5205 (Brill 1923). The latter two cars would require regauging or transfer to standard-gauge trucks.

It is understood that startup funding has been obtained, and that BVRTA has on hand almost all of the wooden poles and trolley wire necessary for the project. In addition, the Pennsylvania Public Utility Commission, Conrail, Philadelphia Belt Line Railroad and the City administration have given their approval. However, arrangements have not yet been completed for SEPTA to perform the overhead installation, nor has the necessary power converter been acquired.

The rail line in question is of single track construction with a passing siding at Market Street. It is owned by PBL and operated by Conrail for freight service to various waterfront piers and industries, although in recent years freight traffic on this segment of the Belt Line has virtually disappeared.

If all goes according to plan the trolleys will be in operation sometime this summer, with a boarding platform to be located in the Penn's Landing area near Walnut Street.



MAY 22, 1982: Special train on Maryland Midland Railway, Walkersville to Taneytown, MD and return, sponsored by Philadelphia Chapter, NRHS, as agent for Railtours of America, Inc. Charter bus will leave Suburban Station, Philadelphia, 7:45 AM, with pickup at Exton, PA at 8:25. Fare: \$28 per person, including charter bus. Order tickets from: Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope.

MAY 22-23, 29-30: Circle trips from Philadelphia to Pittsburgh, Washington, DC and return to Philadelphia aboard ex-Jersey Central open-platform business car #97 Jersey Dawn, owned by Philadelphia rail enthusiast Douglas Brown. Pullman-built (1916) car will leave Philadelphia 10 AM May 22 and 29 on the rear of Amtrak train 47, the Pennsylvanian. After overnight stay in Pittsburgh, car will leave for Washington on Amtrak train 440, the Capitol Limited, returning to Philadelphia on Corridor train 90 arriving 30th Street Station 8:30 PM. THESE TRIPS SOLD OUT.

JUNE 5-6, 12-13: 150th anniversary celebration of Strasburg Rail Road, Strasburg, PA. See story elsewhere this issue.

JUNE 5: "Rail and Sail Day at the Valley Railroad," sponsored by Jersey Central Chapter, NRHS. Package ticket of \$43 for adults and \$25 for children (under 12) includes Amtrak fare from Metropark and Newark, NJ to Old Saybrook, CT and return, steam and diesel trains on Valley Railroad tourist line (no buses), and boat ride on Connecticut River. Tickets and information from: Jersey Central Chapter, NRHS, c/o Homer Hill, P. O. Box 127, Bernardsville, NJ 07924, enclosing stamped, self-addressed envelope.

JUNE 5-27: "Rail Britannia" tour to England, Scotland and Wales, sponsored by Overland Chapter, NRHS. Optional return on Queen Elizabeth 2. For information, contact R. M. Billings, Tri-State Tours, Inc., 901 West Kimberly, Davenport, IA 52807 (telephone 319-386-8770). THIS TRIP SOLD OUT.

JUNE 7: Ringling Bros. and Barnum & Bailey "Blue Unit" circus train arrives at Conrail South Philadelphia yard from Portland, ME. Probable time of arrival: late evening. The 42-car train will remain in Philadelphia during performances of "the Greatest Show on Earth" at Spectrum June 9-20, departing early on June 21 for Oklahoma City, OK.

JUNE 12: Special train on Boston & Maine from Boston to Rotterdam Junction, NY and return, sponsored by Massachusetts Bay Division, RRE. For information, contact: Mass. Bay RRE, P. O. Box 208, East Walpole, MA 02032, enclosing stamped, self-addressed envelope.

JUNE 12-JULY 4: "Steam to the Midnight Sun" rail tour of Scandinavia, sponsored by Philadelphia Chapter, NRHS. Professional Travel Agent and NRHS Member Larry Steingarten will accompany tour.

JUNE 19: Delmarva Limited special train on Eastern Shore Railroad from Cape Charles, VA to Pocomoke, MD, sponsored by Chesapeake Division, RRE and Baltimore Chapter, NRHS. For information, send stamped, self-addressed envelope to: Delmarva Limited, P. O. Box 548, Laurel, MD 20707.

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 Birmingham, AL to Roanoke, VA via Norfolk Southern lines. Overnight stops planned at Atlanta, GA and Salisbury, NC. Details in next month's Cinders.

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.

JULY 6-19: Pocahontas Chapter, NRHS announces private Pullman sleeper to the NRHS Convention, using Iaeger & Southern Railway (ex-Southern Pacific) sleeper #9401. 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 on Sat., July 17, arriving Philadelphia on #40 on 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 the 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

(Continued on Page 9)

EXTRA LIST (Continued from Page 8)

the 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 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.

SEPTEMBER 12: Special excursion on Maryland & Pennsylvania Railroad ("Ma & Pa") from York to Red Lion and Hanover, PA, using Gettysburg Railroad coaches and ex-Reading GP7 #86. Sponsored by Philadelphia Chapter, NRHS. (See story on page 1, this issue).

Railfan Guide to Visiting Rail Property

Here's a simple set of rules to follow when visiting railroad yards, engine terminals and other facilities, as developed by Rick Schroeder, national director of the Danville Junction Chapter, NRHS. We pass them along as sound advice.

1. Upon arrival at a major yard, park near the roundhouse or general office in the normal parking area. Leave all cameras and equipment in the car.
2. Ask the first person sighted where the roundhouse or terminal superintendent may be found. Upon locating the proper official, introduce yourself and those with you, explaining where you are from and what you are interested in obtaining. Only one person should do the talking, but everyone with you should be present. You will find that the railroad official will be very cooperative in granting permission or very courteous in denying it.
3. If given permission, ask about signing a release (if not asked already to do so). If no release is signed, ask for the person's name and, if possible, a business card. You may be stopped during your tour and this will save time.
4. Respect his instructions. If he tells you not to cross tracks, then do not cross. Do not drive into facilities; leave your car near the office and walk (unless directed otherwise). Do not go into buildings unless given permission. If there are two or more of you taking pictures, stay together and make your tour.
5. Upon leaving, return to the office where permission was obtained and thank them for the visit, advising them that you are finished and are leaving the property. Most railroads appreciate this very much.

(from NRHS News)

DIESEL ROSTER BOOK PUBLISHED BY KALMBACH

Diesel Locomotive Rosters: United States, Canada and Mexico, the newest release from Kalmbach Books, provides complete rosters for 91 North American railroads, terminal companies and commuter authorities. This 8-1/4x5-1/2 inch soft-cover book contains information on more than 28,000 diesel and electric locomotives and its 124 pages include nearly 100 photographs. Data is corrected to early 1981. The author, Charles W. McDonald, is a former editor for the Arkansas Railroad Club (Little Rock Chapter, NRHS).

Railroads are listed alphabetically and descriptive information for each group of locomotives includes road number, quantity, model designation, rated horsepower, wheel arrangement, builder and date built or rebuilt.

The book sells for \$6.50 and will be available at the sales table at Philadelphia Chapter's May 21 meeting.

(NRHS News)

Postal Service to Issue Locomotive Stamp



Copyright U.S. Postal Service 1982

The U. S. Postal Service will issue a 2-cent regular postage stamp featuring a locomotive on May 20 at Chicago, IL. The first-day-of-issue ceremony will be held at Union Station.

The designer, David Stone, based his drawing on several Currier and Ives prints, specifically, *The Express Train*, published in 1870 and *The American Express Train*, published in 1864. The locomotives depicted in both prints were drawn by Fanny Palmer. The locomotive featured was the most common engine used with the coal-burning passenger trains of the 1860's and 1870's.

The Locomotive stamp is the seventh issue in the new Transportation series which was started in 1981 and features early modes of transportation. Other stamps in the series include the *Surrey with the Fringe on Top*, the *Electric Auto*, the *Fire Pumper*, the *Mail Wagon*, the *High-wheeler Bicycle* and the *Hansom Cab*. The stamps in this series are issued in coils only.

Procedures for ordering first-day cancellations are as follows: Customers are urged to buy stamps and affix them to their own covers. All covers must be addressed on the right side at least 5/8 of an inch from the bottom. Customers are reminded they must add 18 cents postage to meet the

First-Class rate. Insert a filler in each envelope and mail to: "Customer Affixed Envelopes, Postmaster, Chicago, IL 60607-9991" by June 19. There is no charge.

The Postal Service will affix stamps when requested to do so. Mail orders by June 19 to: "Locomotive Stamp, Postmaster, Chicago, IL 60607-9992." The cost is 20 cents per stamp to be affixed (an 18-cent *Surrey with the Fringe on Top* stamp will be affixed to covers to meet the minimum First-Class mailing rate). Personal checks in the exact amount will be accepted for orders up to the limit of 50 covers. Do not send cash. Postage stamps are unacceptable as payment.

Conrail Freight Schedules Assist Area Trainwatchers

The annual pull-out section in this issue of *Cinders* contains updated schedules for through freight train service in Conrail's Eastern Region, which extends generally from Enola, Harrisburg, Hagerstown, MD and Potomac Yard, VA, on the west, to North and South Jersey on the east.

Headquartered in Philadelphia, the Eastern Region last year absorbed the Newark, NJ-based Atlantic region and now comprises four divisions: Harrisburg, Lehigh (Bethlehem, PA), New Jersey (Elizabethport, NJ), and Philadelphia. It is one of five freight operating regions on Conrail, the others being the Northeastern, Central, Western and Southern, and is separate from the three passenger regions--Metropolitan (New York), New Jersey Commuter and SEPTA Commuter Regions.

Schedules are shown for all through freight trains, as well as for certain "local" trains operating between major yards, and are accurate as of April 30, 1982. However, they confer no timetable authority or guarantee of accuracy. Many trains, the mail and "TV" piggybackers in particular, will generally operate on or ahead of schedule, but the performance of other trains sometimes varies widely from published schedules. The railroad will also combine trains or eliminate ("annul") them as traffic volumes require, or operate extra sections designated by an "X" suffix following the train symbol. Under Conrail's identification system, scheduled freight trains carry a single-digit suffix designating the day of departure from origin terminal. For example, OIPY-2 is an Oak Island (NJ) to Potomac Yard train scheduled to depart on the second, 12th and 22nd day of the month.

This listing does not include unit coal, ore, grain or empty hopper trains which operate on irregular schedules, though these trains are assigned symbols beginning with the letters "U", "Z", "G" and "X" respectively. Neither does it show the once-a-week transcontinental container trains operated for certain steamship lines, nor is OJT included, the famed Tropicana orange juice train with its long string of white boxcars. OJT runs about every four days from Bradenton, FL to Kearny, NJ, via Seaboard Coast Line-RF&P to Potomac Yard, thence the Amtrak Corridor to Philadelphia and Conrail's former Reading line through West Trenton, NJ.

Freight train schedules, of course, are constantly being revised to reflect changing traffic conditions or operating patterns. As an illustration, the item in April *Cinders* describing a shift of westbound traffic away from the Conway (PA) yard is now obsolete. Most of the trains formerly operating from eastern yards to Conway were restored in mid-April, and those trains are shown on the attached schedules.

The editors hope that this information will help area trainwatchers in identifying the principal freight trains which daily operate through the Delaware Valley.



EASTERN REGION

THROUGH FREIGHT SERVICE - East and Northbound

CORRECTED TO APRIL 30, 1982

(All trains operate Daily Except as Noted)

TRAIN	HAGERS-TOWN	ENOLA	HARRIS-BURG	COLUMBIA	THORNDALE	READING	ABRAMS	POTOMAC YARD	BALTI-MORE	PERRY-VILLE	EDGE MOOR	PHILA. Arsenal	PHILA. W. Falls	PHILA. Zoo	WEST TRENTON	ALLEN-TOWN	BETH-LEHEM	PORT RDG. JCT	PHILA. Fkd Jet	CAMDEN	SOUTH PHILA.	MORRIS-VILLE	SOUTH AMBOY	KEARNY	OAK ISLAND	NORTH BERGEN
ALOI		- from	Allen	town-		1630	2000							2345		0100	0115	0300	Yard-						0630	
ALPY(a)			BAPI						0600	0730				-to	Harris	burg-	to Poto mac									
ENBE		1630	1730			2130											0300									
ENCA		2000	ENCA											0400							0630					
ENCC		1345	ENCC	2215	0030																					
ENED		1000	ENED	1600	1800			ton	Br.-	1500	1800														0230	
ENES(a)		2015	ENES(a)	1130			Tren Port	Road-		0130																
ENOI		0530	ENOI	2300			-via Port Road-						-via	De launr	va Br.-	(AR. HARRI NGTON			*0700)						1640	
ENPG		2145	ENPG	0530	0900		0900								0330	*1040	1440				0430					
ENPY-A		1500	ENPY-A	1615												-to	Poto mac		Yard-							
ENPY-B		2200	ENPY-B	2345			Port Road-			2020						-to	Poto mac		Yard-							
ENSA(a)		0745	ENSA(a)	1000	1345		-via Tren ton		Br.-	0300						-to	Poto mac		Yard-							
ENSE		2300	ENSE			0530																				
ENWF		1400	ENWF				2300									*0800	1045	1330					*1715	0515	*1730	1830
HAEN	0900	1815	HAEN		-via Lunan		Br.-							0100												
MAIL-8		*0430	MAIL-8		0545		Lan								0730										1000	
MAIL-10(c)		*2355	MAIL-10(c)		-via Lan		eastern-								0250										0515	
MOOI			MOOI		0115		Lan																			
PIIBE		*1201	PIIBE			1600										2015	2230									
PIED(d)		*0845	PIED(d)	1201			Port Road-		Br.-	1515	1815															
PIOI		*1535	PIOI	1645	1825		Tren ton																		0630	
PIPIY		*0900	PIPIY	1015			Port Road-			1415						-to	Poto mac		Yard-				*2245			
PIVAL			PIVAL				2215		0040	0255	0400					1515										
PYEN-A			PYEN-A				2105		2325	0030	0130	*0615			0700											
PYEN-B			PYEN-B				1700		2200	2330	0130	0345			0400						0530					
PYSE-A			PYSE-A				2345		0330	0550									Enola-							
PYSE-B			PYSE-B				0345		0600	0715	0815	*1015			1100	1340			Enola-							
TV-2(e-f)			TV-2(e-f)				1745		2000	2115	2215	*0030			0115	0515			1425						*1600	2100
TV-4(e)		*0035	TV-4(e)		0300		-via Lan		east-					0420					0555						*0730	1030
TV-12M(a-g)		*0600	TV-12M(a-g)			0830																				
TV-22(e-h)		*0205	TV-22(e-h)			2230	Port	Road-																		
TV-24			TV-24			-via		2100											0435					0430	1500	1800
TV-25(i)			TV-25(i)				Port																			
WHEN-26			WHEN-26			TV-25(i)		2100		0615						more-										
WLAB-22	-from	Allen	WLAB-22			0730		2300	2315	0015	0130	0240		-to	Balti											
WPAB-2			WPAB-2	town-			0230		2300	0025				-to	Harris	burg-										
WPPJ-1			WPPJ-1				0800	-via	Tren ton		Br.-		0500	-to	B&O	Park	Jet.-									
DH-84(i)	-from	Park	DH-84(i)	Jet.-																						
DH-87(i)	-from	Allen	DH-87(i)	town-			0300																			

- * - Crew change
- (a) - Except Monday
- (b) - Does not operate Sunday from Morrisville
- (c) - Except Sunday and Monday
- (d) - As required
- (e) - Except Tuesday
- (f) - Operates 1 hour later Sunday and Monday
- (g) - Operates 4-1/2 hours later Saturday and Sunday
- (h) - Operates 1 hour later Sunday
- (i) - Except Sunday
- (j) - Delaware & Hudson train

KEY TO ORIGIN AND DESTINATION SYMBOLS:

AL	- Allentown, PA	PG	- South Philadelphia, PA
BA	- Baltimore, MD	PI	- Pittsburgh (Conway), PA
BE	- Bethlehem, PA	PY	- Potomac Yard (Alexandria), VA
CA	- Camden, NJ	SA	- South Amboy, NJ
CC	- Chemical Coast (Elizabethport, NJ)	SE	- Selkirk, NY
ED	- Edge Moor (Wilmington), DE	TV	- TrailVan (piggyback)
EN	- Enola, PA	WF	- West Falls (Philadelphia), PA
ES	- Eastern Shore (Pocomoke), MD		
HA	- Hagerstown, MD		
MO	- Morrisville, PA		
OI	- Oak Island (Newark), NJ		

NOTE: Local train symbols begin with "N"

Times shown are arriving or passing times, except at first point of departure.



THROUGH FREIGHT SERVICE - West and Southbound

CORRECTED TO APRIL 30, 1982

(All trains operate Daily Except as Noted)

[illegible]

* - Crew change

- (a) - Except Monday
- (b) - Except Sunday
- (c) - Except Sunday and Monday
- (d) - Except Saturday and Sunday
- (e) - Daily from Morrisville
- (f) - Operates 3 hours later Monday

(1) = operates 3 hours later Monday and Tuesday

Times shown are arriving or passing times, except at first point of departure.

AL - Allentown, PA

- BA - Baltimore, MD
CA - Camden, NJ
ED - Edge Moor (Wilmington), DE
EN - Enola, PA
ES - Eastern Shore (Pocomoke), MD
HA - Hagerstown, MD
IN - Indianapolis (Avon), IN
MO - Morrisville, PA

NOTE: Local train symbols begin with "W"

Strasburg to Mark 150 Years in June



The four-mile-long Strasburg Rail Road, which proclaims itself as "America's oldest shortline," will celebrate its 150th anniversary next month.

Chartered on June 9, 1832, the Strasburg was almost out of business in the late 1950's when a group of rail enthusiasts purchased the line, rebuilt it and turned it into the nation's foremost steam-powered railroad. Last year it carried more than 350,000 passengers, many of them tourists attracted to the Amish area of Lancaster County.

A feature of the celebration will be an "all-PRR" train consisting of 4-4-0 #1223, built at Altoona in 1905, and several ex-Pennsylvania Railroad wooden coaches from the Railroad Museum of Pennsylvania collection at Strasburg. This train will make several trips from East Strasburg station to Leaman Place and return on the weekends of June 5-6 and 12-13.

In addition, John H. White, Jr., curator of transportation at the Smithsonian Institution in Washington, will present an illustrated lecture on Wednesday, June 9 at 8 PM. This will take place at the Railroad Museum in Strasburg, immediately following a 7 PM run of the Pennsylvania Special with #1223 and its all-Pennsy consist.

Train schedules for the two anniversary weekends are as follows:

TRAIN NUMBER	TRAIN NAME	Departs EAST STRASBURG			
		SAT., JUNE 5	SUN., JUNE 6	SAT., JUNE 12	SUN., JUNE 13
2*	Sesquicentennial	10:00 AM	-	-	-
110	Blue Belle	11:00 AM	-	11:00 AM	-
74**	Duquesne	11:30 AM	-	11:30 AM	-
120	Leaman Placer	12:00 Noon	12:00 Noon	12:00 Noon	12:00 Noon
54**	Juniata	12:30 PM	12:30 PM	12:30 PM	12:30 PM
100	Pequea Valley	1:00 PM	1:00 PM	1:00 PM	1:00 PM
30**	"Spirit of St. Louis"	1:30 PM	1:30 PM	1:30 PM	1:30 PM
200	19th Century Limited	2:00 PM	2:00 PM	2:00 PM	2:00 PM
76**	Trail Blazer	2:30 PM	2:30 PM	2:30 PM	2:30 PM
4*	Inspector	2:55 PM	-	-	-
300	Cannonball Express	3:00 PM	3:00 PM	3:00 PM	3:00 PM
48**	General	3:30 PM	3:30 PM	3:30 PM	3:30 PM
6*	Strasburg Limited	3:55 PM	-	-	-
400	Executive	4:00 PM	4:00 PM	4:00 PM	4:00 PM
500	Conestoga	5:00 PM	5:00 PM	5:00 PM	5:00 PM

* - Private inspection train for Strasburg stockholders

** - All PRR coaches - open to public

Power for Trains 2, 4 and 6 will be Plymouth gas-mechanical locomotive #1. Ex-PRR 4-4-0 #1223 will be assigned to Trains 74, 54, 30, 76 and 48, while 2-10-0 #90 will haul the regular trains. Fares are \$3.25 for adults and \$1.50 for children two to 11 years old.

RICHMOND, VA

1983

"Peoples Train 3" Set for August

CHINA:

The Peoples Train 3

Philadelphia Chapter will sponsor its third tour of the Peoples Republic of China this summer, featuring a train ride to Inner Mongolia and a three-day voyage on a Yangtze River steamboat. Departure from San Francisco will be on August 7 via Japan Air Lines with return on August 29, plus the option of an additional stopover in Japan.

The tour price for "Peoples Train 3" is \$2,839 per person from San Francisco and \$3,089 from New York, including all air and surface transportation, hotels and meals. Chapter Member and Professional Travel Agent Larry Steingarten will again escort the group.

Almost all travel in China will be in the comfort of "soft class" rail service--except for the steamboat ride. China has large numbers of steam locomotives in operation and is still building new ones. Most long distance passenger trains, however, are powered by diesel or electric locomotives.

The itinerary has been carefully planned to include a wide range of China's ancient cultural landmarks as well as a number of rail-oriented locations. Among the eight major cities to be visited are the famed "Silk Road" terminus of Xi'an, the fascinating capital of Beijing (Peking) and the modern centers of Chongqing (Chungking) and Wuhan.

A color brochure describing the trip is enclosed with this issue of Cinders. Early reservations are suggested. Address: Philadelphia Chapter NRHS China Tour, c/o Glen Roc Travel, 194 Scotch Road, Trenton, NJ 08628.

The Chapter has operated five previous overseas rail tours, including two to China, two to South Africa and one to Australia and New Zealand. It also has a tour of Scandinavia scheduled for June 12-July 4.

It is with sadness that we report the sudden passing of member Edward J. Mayover's wife, Rita, on May 4, 1982 in Hawaii, while they were on their honeymoon. The thoughts of the Chapter officers and members go to Ed in this time of special need.

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