

CINDERS

May 1985



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Volume 46

Newsletter of the

Number 5

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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Philadelphia, PA 19101

Airport High Speed Line Takes Off

SEPTA's "new way to fly," the Airport High Speed Line, took off smoothly on Sunday morning, April 28, after nearly 20 years on the runway.

St. Louis-built Silverliner III #230 made the first revenue run from center city to International Airport as train 0103, leaving Market East Station on time at 5:56 AM. The next day, a ceremonial train carrying Mayor Goode, SEPTA General Manager Joseph T. Mack and other dignitaries left Suburban Station at 10 AM for the official opening ceremonies at the Airport. The special train consisted of Silverliner IV's 165-166-181-182.



Philadelphia now has the first direct railroad passenger service to any U.S. airport, though rail transit systems already reach O'Hare Airport in Chicago, Hopkins Airport in Cleveland and National Airport near Washington, DC. The new line was first proposed in 1965, approved in 1970 and ballyhooed for an opening in 1976 to coincide with the Bicentennial celebration of that year. But political infighting, funding disputes, railroad bankruptcies and Northeast Corridor rehabilitation work delayed its completion until 1984, and helped balloon the cost to almost \$90 million. The opening of the center city rail tunnel late last year caused a further delay, because SEPTA officials did not want to risk starting the airport service until the tunnel had reached a "steady state" of operation.

The new 5.9-mile line, which joins Amtrak's Corridor mainline at "Phil" interlocking near 56th & Grays Avenue, is entirely grade separated except at Island Avenue where an overhead bridge is being built. Most of the right-of-way through Eastwick is that of the ex-Reading Chester branch, over which Conrail still operates freight trains during early morning hours. The City-owned line's major engineering landmark is the soaring, 4,000-foot-long steel-and-concrete viaduct which curves above the Tinicum marshes, Interstate 95 and two other highways just west of the Airport. The line is laid with welded rail for its entire length and represents the only use in the SEPTA system of European-style "constant tension" catenary design. The new "Walnut" interlocking on SEPTA's West Chester line just south of 30th Street Station has also been placed in service as part of the Airport Line project.

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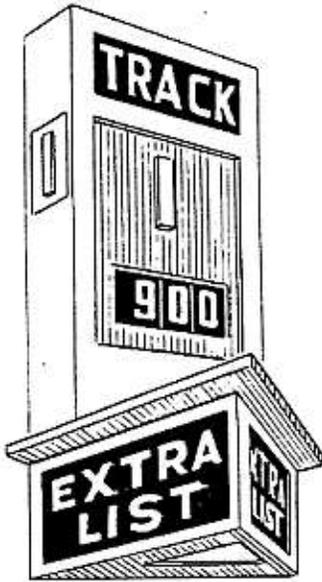
OUR MEETING:

Philadelphia Chapter's May, 1985 meeting will be held on Friday evening, May 17, 1985 at 7:30 PM in the Conference Room of the Engineers' Club, 1317 Spruce Street, downtown Philadelphia.

Our program will feature 90 minutes of 16mm film by noted Philadelphia traction enthusiast Dr. Henry Elsner, covering the interurban lines of Switzerland in 1983 and 1984. Over a dozen lines will be featured in this excellent presentation, sure to please both the international and traction-oriented fan.

Our usual sit-down dinner will be held in the Club Dining Room (\$9.00 per person — by advance reservation) at 6 PM. RESERVATIONS, WHICH ARE MANDATORY, MUST BE MADE TO PRESIDENT TATNALL at 215-828-0706 ON OR BEFORE WEDNESDAY, MAY 15, 1985. Join us on May 17 for this evening of scenic traction entertainment.

As noted on Page 12 of this issue, we also expect to have available for sale Chapter Member Ron DeGraw's new book, "Red Arrow: The First 100 Years", with Ron on hand to autograph copies purchased. The Chapter sales table will have numerous new soft-cover and hard-cover publications available for sale. Member Dave Kopena is assisting in this cause. Also, tickets for the June 16 Blueliner excursion will be available for sale from Trip Chairman Larry Eastwood.



MAY 18, 1985: Skyline Limited from Alexandria to Front Royal, VA and return via Southern Railway, using ex-Southern 2-8-2 #4501, sponsored by Washington, DC and Potomac Chapters NRHS and Chesapeake Division RRE. Train leaves Alexandria 8 AM, returns 7:30 PM. Fares: \$34 adults, \$31 children. Order tickets from: Steam Train, P. O. Box 456, Laurel, MD 20707.

MAY 18: RDC excursion on Blue Mountain & Reading Railroad (ex-Pennsy Schuylkill branch) from Temple to Hamburg, PA and return, sponsored jointly by Hawk Mountain, Lehigh Valley and Pottstown & Reading Chapters NRHS. Train leaves Temple 10:30 AM for 26-mile round trip, returning about 1 PM. Fares: \$8 adults, \$6 children under 12. Ex-PennDOT RDC #9168 will be used. Order tickets from: Hawk Mountain Railway Historical Society, P. O. Box 372, Allentown, PA 18105, making checks payable to "HMRHS, Inc."

MAY 19: Piedmont Limited from Alexandria to Charlottesville, VA and return via Southern Railway behind #4501. Train leaves Alexandria 8 AM, returns 7:30 PM. Fares: \$34 adults, \$31 children, \$80 first class. Order tickets as shown in Skyline Limited item above.

MAY 19: Spring rail trip sponsored by Lancaster Chapter NRHS from Harrisburg, Lancaster and Paoli to Mystic, CT and return, using E60MA locomotive as far as New Haven and Amfleet equipment. Train leaves Harrisburg 5 AM, Lancaster 6:30 AM, Paoli 7:25 AM, returning to Paoli at 10:45 PM, Lancaster 11:35 PM and Harrisburg 12:35 AM. (THIS TRIP SOLD OUT.)

MAY 25: "Grand Reopening" of Steamtown, U.S.A. at Scranton, PA with dedication of new passenger boarding area near former Lackawanna shops. This will mark the beginning of operations with two trains (five trips per day). For information, write: Steamtown, P. O. Box 5250, Scranton, PA 18505.

MAY 25-26: "Grand Circle Trip" from Alexandria to Roanoke, VA and return, using #4501 on going trip via Front Royal and ex-Norfolk & Western 4-8-4 #611 on return via Lynchburg over Norfolk Southern lines. Train leaves Alexandria 7 AM Saturday, returns 7 PM Sunday. Round-trip fares: \$95 coach, \$195 first class (tickets to intermediate points also available). Individual settlement for overnight accommodations in Roanoke. Order tickets as shown in Skyline Limited item, enclosing stamped, self-addressed envelope.

JUNE 1: Doodlebug excursion over entire Black River & Western Railroad using ex-PRR motorcar #4666, sponsored by Wilmington Chapter NRHS. Train leaves Ringoes, NJ 11 AM, returns 4:30 PM. Fare: \$8 per person. Order tickets from: Wilmington Chapter NRHS, P. O. Box 1261, Wilmington, DE 19899.

JUNE 1-2: Piedmont Limited from Alexandria to Charlottesville, VA both days, using 4-8-4 #611. Leaves Alexandria 9 AM, returns 7 PM. Fares: \$34 adults, \$31 children, \$80 first class. Order tickets as shown in Skyline Limited item, enclosing stamped, self-addressed envelope.

JUNE 8: Doubleheaded steam trip from Strasburg to Lancaster, Enola, Harrisburg, PA and return via Strasburg Rail Road, Amtrak and Conrail, using ex-Pennsy locomotives #1223 (4-4-0) and #7002 (4-4-2). Sponsored by Lancaster Chapter NRHS in cooperation with the Railroad Museum of Pennsylvania and Strasburg Rail Road. Train leaves Strasburg 8 AM, Lancaster (Amtrak station) 9 AM, returning to Lancaster about 4 PM, Strasburg 5 PM. (THIS TRIP SOLD OUT.)

JUNE 14: Moonlight trip on SEPTA's Norristown High Speed Line, using 160-series Strafford car, sponsored by Buckingham Valley Trolley Association. Car leaves 69th Street Terminal at 7:30 PM for two round-trips to Norristown. Fares: BVTA members \$10, non-members \$12. Order tickets from: BVTA, P. O. Box 7285, Philadelphia, PA 19101-7285, enclosing stamped, self-addressed envelope.

JUNE 15: Annual open house at Wilmington & Western Railroad, Marshallton, DE, 11 AM to 3 PM (rescheduled from April 27). Steam shuttle train operates between Greenbank station and W&W enginehouse where equipment will be on display. For information, write: Historic Red Clay Valley, Inc., P. O. Box 1374, Wilmington, DE 19899.

JUNE 16: All-electric tour of SEPTA's West Trenton and West Chester commuter rail lines, including single-track section between Media and West Chester, PA, with train of 1931-vintage ex-Reading Blueliner cars. Lunch stop and photo runbys will be made. Train leaves 30th Street Station (Upper Level) at 10:15 AM, Suburban Station 10:20 AM, Wayne Junction 10:40 AM, Jenkintown 10:50 AM, returning to 30th Street about 5 PM. Open-window, blue-and-white cars are planned. Fare: \$10 per person. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope.

JUNE 22: The Yankee Clipper, featuring the return of 1957-vintage FL9 diesel-electric units in New Haven Railroad's orange, black and white paint scheme, will operate from New Haven, CT to Mansfield, MA, thence Conrail's freight-only Old Colony route to Framingham, returning via Providence & Worcester Railroad to New London, CT and back to New Haven on Amtrak's Corridor route. Amtrak Heritage fleet coaches and lounge car will make up the train, sponsored by New Haven Railroad Historical & Technical Association. Train leaves New Haven 8:45 AM, returns about 5:20 PM. Fare: \$49 per person. Order tickets from: NHRHTA, 5 Cannondale Drive, Danbury, CT 06810, making checks payable to "Treasurer, NHRHTA, Inc.", and enclosing stamped, self-addressed envelope. For trip status report, telephone 617-839-4397.

(Continued on Page 5)



Amtrak's April 28 schedule changes are evolutionary. In our area, I noted the following changes of interest: most conventional Corridor trains have had their schedules lengthened (up to ten minutes Boston-New York and up to 15 minutes New York-Washington). The Boston-New York train via Worcester will run later on Sundays. The Pennsylvanian leaves New York 15 minutes earlier (while the Montrealer flip-flops times to run 15 minutes later).

An additional pair of Metroliners is added leaving New York and Washington weekdays only at 1 PM. An additional weekend train is added between New York and Washington, by running #227 on to Washington Fridays and Sundays (as Train 137) and by originating #252 from Washington at 4:55 AM Saturdays and Mondays. Train #180 is renumbered and renamed as #94, the Potomac.

On the Empire Service, a new Friday-only train leaves Grand Central at 5:27 PM and arrives at Albany in less than 2-1/2 hours. Turbo 65 is replaced by an Amfleet train (#33) Saturdays (which returns Sunday as #32 on a later schedule than #62). The Adirondack reverts to its "summer" (earlier) schedule between Grand Central and Montreal.

Harrisburg trains are mostly slower westbound by about seven minutes, added generally between Coatesville and Elizabethtown. Summer trackwork between Chicago and Detroit will lengthen schedules about ten minutes and require that trains 350 and 355 run about an hour later.

Out West, Seligman, AZ, once an important division point on the Santa Fe, has been discontinued as an Amtrak stop. Same for Aurora, IL, replaced by nearby Naperville, on the BN. The Superliner diner on the Desert Wind will be extended over the California Zephyr route between Salt Lake City and Denver again this summer. In addition, the train will have three F40's, the only train so rostered. The Metroliner schedule on the San Diego line has been discontinued, with its place taken by adding another conventional train on another timing. The four "Metroliner" coaches will remain at Los Angeles, providing "custom coach" service on all but one round trip (for a small extra fare, you get the leg rest coach, a newspaper and a free chit for a beverage in the Amcafe.) Also, Superliner snack-bar coaches are assigned to the Sunset Limited and Mount Rainier and to the Eagle between Chicago and St. Louis.

The Cardinal is assigned an Amlounge II for meal service, but adds an Amcafe whenever Chicago-New York passenger loadings exceed 175.

Although one report claims that the VIA baggage cars were found to be unsuitable and were to be returned, the April 28 consist book gives a clue as to their intended assignments. Three would have run Washington-New York and one Philadelphia-Boston on the mail trains, with two cars as spares. Because the VIA cars have no HEP lines, they would have been positioned behind the Amfleet rider coach. By the way, passengers from east of New York can now continue on Train 13 to Newark, Philadelphia, Baltimore or Washington. Since these are "D" stops, however, local passengers are still not permitted.

There's been some mention of revised dining-type cars released recently by Beech Grove. Here's what appears to have been done. The Auto Train will replace one of its two buffet cars with an 8750-series "kitchen-buffet" car around June 3. There are three of these, newly rebuilt from diners (and converted to HEP). I believe it has something to do with food being catered by Amtrak rather than Marriott and the 8750's, with their kitchens, make it easier to prepare food on board. Three "steam" coaches, built in 1952 and 1956 for Zephyr service, are being rebuilt to HEP and converted to Heritage table cars. About June 15, they'll go on the Silver Star to Miami, replacing the Amlounge II. Being positioned next to the diner, they'll permit serving more people than the use of a second diner, and do so more efficiently. A 3100-series lounge (to Tampa) continues. The Silver Meteor keeps two diners to Miami.

Amtrak's three display cars are conversions from baggage cars and are numbered 10090-10092. Car 10090 is a former KCS car and is named "Southern Belle". Cars 10091-10092 are ex-Burlington cars and carry their original names, "Silver Peak" and "Silver Chest".

If you ride Slumbercoach to either Montreal or Atlanta, the assigned car is an ex-New York Central car with a different interior configuration. It's important to reserve single rooms 1 to 4, since they are in the space of a former roomette and while the bed is not noticeably larger, the window is and the room is larger.

ON THE SCENE (Continued from Page 3)

North of the border, VIA Rail Canada has 22 active diners, consisting of 15 ex-Canadian Budd-built cars and seven ex-CN "blue" cars. The Canadian in the off-season relies on a Skyline dome as the main meal car but exceptionally heavy days have brought out a full diner between Vancouver and Calgary for tour parties. Only diners "Imperial" and "Kent" have not been seen recently.

The proposed equipment assignments for VIA trains this summer do not yield any real surprises — basically, the additional trains will be operated with cars from VIA's existing fleet with a little belt tightening. Although the detailed consists are not yet available, we were able to learn which cars are scheduled for the principal trains, and the accommodations available for reservation in each car. Using June 26 as the test date, we found these items of interest:

1. The Canadian will not carry any through cars for the Super Continental at Winnipeg, but the trains will connect in both directions. The "Park" cars (dome-sleeper-observation) will run from Toronto as line 0139/0239. The Toronto section will be the major portion, but Montreal will send out two "E" class sleepers, a cafe coach and a Skyline dome to Vancouver, plus a 60-seat (Budd) coach to Sudbury. Toronto will send out two coaches, a Dayniter, five sleepers and a diner to Vancouver, plus a cafe-coach-lounge to Sudbury.

2. The Super Continental out of Winnipeg will have a cafe-coach, Dayniter and two "E" sleepers to Vancouver (apparently with a Skyline car doubling as meal and lounge car). An additional "E" car will run through to Prince Rupert three days a week, connecting with the Skeena. Tour parties from Jasper to the coast can use a "Bay" class 10-5 between Edmonton and Vancouver.

3. The Chaleur and Ocean will run as a combined train out of Montreal. The Moncton section gets a coach, cafe-coach, Dayniter, two "Green" class sleepers and an "Albreda"-class sleeper-lounge. The Gaspe section will feature a coach, Dayniter and a "Green" class sleeper. The Atlantic via Maine becomes the Halifax train with three coaches, a Dayniter, two "Green" and two "Chateau" sleepers and a "Park" series sleeper-obs.

Easter in Canada made for some interesting train watching. In the East, there were conventional cars on all Quebec and Ottawa LRC turns, and the heavy Toronto trains, 63 and 64, used conventional equipment, too. A second section of trains 66 and 67 were operated, with standard cars. First class passengers got Daynitters, meal service was provided in 750-series cafe-lounges and/or 2500-series cafe-bar-lounges. West of Toronto, trains were also heavy, and on the Sunday after Easter, two trains of 60 double-deck cars were borrowed. The 8:30 Ontarian to Kingston ran with conventional cars instead of Budd RDC's.

VIA's former CP Rail F units seem to stay out west on the Canadian almost exclusively. Units 6550, 6553, 6566 and 6569 led most consists, or the rebuilt 6305-6309 did the honors. One or two B units are used in the off-season, with 6651-6653 noted along with many ex-CN units.

In commuter news north of the border, CTCUM keeps its commuter coaches alongside the shop buildings at Glen Yard (Westmount). The old tracks which were diagonal from the main at this point are no longer used for car storage. Alco-built S-2 #7062 (1947) was the yard switcher the day I visited in April. Over on the CN side, the Deux Montagnes line requires 12 MU cars and 43 coaches. Longest trains leave Central Station at 4:45 and 5:20 PM, with 12 coaches each and two box cabs, running to Deux Montagnes. For the record, the 5:00 PM Val Royal and 5:45 Roxboro trains use the MU's, and the 4:35 and 5:30 Val Royal trains are shorter locomotive-hauled trains. This accounts for all six sets of equipment. A diesel-hauled train (one GP9 and seven coaches) runs out to the east at St. Hilaire Est.

Back in the States, new Metro-North employee timetables were issued for the April 28 schedule change. They are in the small format (like Amtrak) but the schedules are similar to public timetable format (with dead-head runs shown and passing times noted, of course). Three schedules, one for each line, fit into a plastic jacket on one side, while the special instructions, in loose-leaf form, are on the other side, as you open the schedule. Train numbers have been changed, as well.

NJ Transit didn't quite have everything together on Sunday, April 28, as trains were annulled and others operated late on the first day of improved Trenton service. There were insufficient crews apparently, as I wound up sitting at Linden for an hour (while doing this column). The following train to the one I intended to take made a quick turnaround at Trenton and headed back to New York. The schedule change provides an extra morning rush hour round trip to Trenton weekdays, and the weekend service has been improved once again, providing hourly service instead of 90-minute headway. Trains will arrive at Trenton from New York in time for a quick transfer to SEPTA's two-hourly trains to Philadelphia. Eastbound, the wait at Trenton is a bit longer, but you'll need it to run upstairs to buy your NJT ticket.

NJT E8's in service are a rare breed these days, but I noted 4267 and 4285 at Harrison yard on an equipment move April 9. Two others still see limited use.

In the Chicago area, you should note that South Shore MU #26 was damaged in the December collision with car #17, not 34, as previously reported.

ON THE SCENE (Continued from Page 4)

In transit items, MBTA's fleet of PCC cars stands at 64 active, but five others are awaiting repairs at Watertown and a number of other cars are in storage. Arborway has 52 cars, broken down as follows: two "early" cars (3058, 3093), 23 cars from the 3225-3271 group, and 27 "picture window" all-electric cars. The Ashmont-Mattapan high-speed line has 12 cars: two "early" cars (3086, 3087), and ten cars from the 3222-3271 group. The five cars awaiting shopping are 3072 and four cars from the 3222-3271 group. Boston has also increased its order for rapid transit cars from UTDC from 54 to 58 cars. They are intended for the Red Line, recently extended northwest from Harvard Square.

In New York, subway cars receiving a major overhaul are painted red, while those getting a "mini-rehab" get a Pullman green scheme, both with a silver roof. Flushing line cars are in the red scheme, while some R-10 cars, now 37 years old, have received the new green scheme. The first Bombardier R62A cars have been accepted and will begin to serve the Broadway local of the IRT.

In Toronto, Scarborough's ALRT line is a double-track line using small 30-seat cars which run in pairs and as many as four-car trains. A separate flat "reaction rail" is laid between the running rails since the cars have linear induction motors, and they emit a distinctive "howl" rather like a loud thyristor-controlled car.

In an overseas note, Britain's famed Manchester Pullman, last of the breed of deluxe day trains, makes its last runs May 10. The 1966 stock, based on British Rail Mark II cars, will be replaced by new Mark III "executive" coaches featuring meals served at one's seat.

In a motive power note, Conrail had 2097 active locomotives as April dawned. They are assigned to 12 locations, but of course any unit may be many miles from its assigned point, and the road power is intended to roam the system. With that in mind, here's the assignments by location:

Avon (Indianapolis)	206	Hartford	13
Buffalo	65	Juniata back shop (Altoona)	5
Collinwood (Cleveland)	590	Oak Island (Newark)	55
Columbus	18	Pavonia (Camden)	122
Conway (Pittsburgh)	56	St. Thomas (Ont.)	11
Enola (Harrisburg)	393	Selkirk (Albany)	563

TOTAL = 2097

Going back into our history journal, the New Haven's Merchants Limited was the last year-round all-parlor car train and coaches were not added until June 26, 1949. By that time, the train still was carrying nine parlors, most (possibly all) of which were the postwar streamlined cars. Six of these were 52-seat cars — the most capacity ever applied to a U.S. parlor car (and greater capacity than many a long-distance coach!). New Haven had specified that its 25 straight parlor cars be delivered as 36-seaters (one seat on each side) or as 52-seaters (2 and 1). Cars had no drawing rooms since they were intended to run with the 20 baggage-lounges which had a drawing room and two day roomettes. While ten of the lounges retained "three-across" parlor seats, New Haven soon converted its 32-seat cars to the more conventional 36-seat layout and, as such, several survived long enough to receive the PC green livery in the early 1970's. New Haven, incidentally, charged an extra fare of \$1.10, plus tax, to ride coach on the Merchants in 1949, and carried a grill car and tavern-observation for these passengers (first class passengers had a diner and several parlor lounges).

For those who keep equipment records, the rolling stock derailed in the April accident of the California Zephyr near Granby, CO were F40's 301 and 246, baggage cars 1227 and 1192, hi-level transition car 39928, Superliner sleeper 32008 and Superliner baggage-coach 31034.

EXTRA LIST (Continued from Page 2)

JUNE 22: Bus excursion from Reading to Orbisonia, PA and return for rides on East Broad Top narrow-gauge railroad and Shade Gap Electric Railway, sponsored by Historical Society of Berks County and Pottstown & Reading Chapter NRHS. Bus leaves Fairgrounds Square Mall parking lot 7 AM, returns about 7 PM. Fares: \$20.50 per person (P&R members), \$22.50 for others, including EBT and trolley trips. For reservations and information, telephone Stephen Ondik, Jr. of P&R Chapter at 215-921-0844 (after 8 PM).

JULY 27: Massachusetts Bay RRE in cooperation with Maine Central Railroad will operate two excursions, Bangor to Mattawamkeag (round trip-morning) and Bangor to Bucksport (round trip-afternoon). Guilford Transportation Industries' official inspection train equipment will be used. Prices have not yet been announced, but a \$20 deposit (per trip) will hold a seat from Massachusetts Bay RRE, Box 136, Ward Hill, MA 01830-0136. Please indicate which (or both) trips deposit is for.

AUGUST 22-25: "Dutch Country Rails '85," national convention celebrating the 50th anniversary of NRHS at Lancaster, PA, sponsored by Lancaster Chapter. Preliminary list of events and lodging reservation forms have been mailed to all members. Complete brochure and ticket order form will be mailed this month. For further information, write: Dutch Country Rails '85, P. O. Box 185, Strasburg, PA 17579-0185.

City to Evict Penn's Landing Trolleys from Pier 5

In mid-April the Buckingham Valley Trolley Association received notice from the City of Philadelphia to vacate the "carbarn" area in Pier 5 North, effective April 28.

BVTA officers, headed by President John Derr and Vice President Gary Pfeiffer, were stunned by the threatened eviction, having been led to believe that their 17 historic trolleys could remain in the pier building at least until September. At that time, they had been told, it might become necessary to relocate BVTA's operating base to make way for the proposed conversion of both Piers 3 and 5 into a fashionable waterfront complex of apartments, shops and restaurants.

In 1982, the BVTA group had moved from its former home at Buckingham, Bucks County, to take up residence in City-owned Pier 5, which is just south of the Benjamin Franklin bridge. As part of Philadelphia's "Century IV" celebration that year, BVTA began operating the Penn's Landing trolleys over a 1.1-mile section of freight trackage along Delaware Avenue, after the City paid for the installation of poles and overhead wire. Public operation started on September 5, 1982 using ex-Red Arrow #26 and ex-Wilmington single-trucker #120.

Since that time, the trolleys have become an important tourist attraction in the busy Penn's Landing area, and ridership has increased substantially each year. In 1985, plans are to operate weekends only through mid-June and Thursdays, Fridays and weekends until Labor Day, reverting to weekends only through the fall. Brill-built #80, restored to its Red Arrow dark red paint scheme, and #26 will share most of the active duty this year.

Work on Pier 3 has been proceeding more quickly than expected over the past several months, with most of the building now stripped down to the steel frame. A steel-mesh security fence has been erected along the street frontage of the two piers, and the contractor indicates that he wishes to start demolition work on Pier 5 by June 15. In spite of the April 28 deadline, City officials have begun a search for a suitable location nearby in which to base the three currently-operable cars. The larger problem may be in finding an area to store at least 14 other pieces of rail equipment, including several broad-gauge cars which cannot be moved on the standard-gauge trackage along Delaware Avenue. Also needed is a workshop area to replace the Pier 5 shop in which parts are machined--and in some cases manufactured--for restoration of the car fleet.

Meanwhile, barring another sudden change in City policy, regular weekend operation of the Penn's Landing trolleys will continue.

AIRPORT HIGH SPEED LINE TAKES OFF (Continued from Page 1)

Half-hourly service is provided between 6 AM and midnight seven days a week, using single-car trains of Silverliner III's (#230-232 and 237-239 with two-and-two seating are assigned). The trains serve North Broad, Market East, Suburban and 30th Street Stations, then run non-stop to Terminal B at the Airport with additional stops at Terminals C-D and E. SEPTA Zone 5 fares are charged, which are \$3.50 per person in peak hours (6 AM to 9:30 AM, 4 PM to 6 PM) Mondays through Fridays, and \$2 at all other times. Cash fares are sold on trains leaving the Airport but tickets must be purchased for trains from downtown. Zone 5 TrailPasses are also honored.

Current running times between 30th Street and Terminal E are 18 minutes outbound and 20 minutes inbound for the 8.5-mile trip, but trains are frequently bettering that schedule. Just in case, SEPTA keeps "protect" cars at both the Airport and Roberts Avenue yard, and has leased GP10 diesel #7569 from Conrail to rescue stranded trains in the event of breakdowns or a power failure.

While SEPTA is projecting that daily ridership will build to about 1,500 within a few months, the following numbers of revenue passengers were carried on the first five days: Sunday 1,530; Monday 1,440; Tuesday 1,477; Wednesday 1,575; Thursday 1,556. The trains performed well and, railfans and curiosity seekers aside, regular ridership appeared to grow as more airline passengers learned of the service. Usage far exceeded that of the Airport Express buses, which were discontinued on April 27.

Instead of a standard commuter rail timetable, SEPTA issued an attractive brochure for the Airport High Speed Line which includes schedules, fares and maps. These were printed in yellow, the designated color for the R1 Airport-West Trenton route, but until through service is actually begun later this year the trains are carrying only "Airport Express" signs.

New stations are proposed at the Civic Center-University of Pennsylvania, 70th Street and 84th Street, so that ultimately riders for intermediate points will also be handled on the airport trains.

CORRECTIONS TO APRIL "CINDERS"

HANDY GUIDE TO MAINLINE STEAM LOCOMOTIVES - The present location of ex-Long Island #39 is Riverhead, NY.

SEPTA RAIL TRANSIT ROSTER - Under "Broad Street Subway - Revenue" the following should be shown:

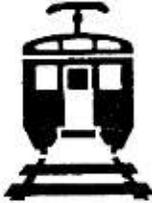
1, 55	B1 - <u>Double End "North Broad"</u>
166, 200	B2 - <u>Double End "South Broad"</u>
1020, 1025	B3 - <u>Double End "Bridge"</u>

PHILADELPHIA



FRANK G. TATNALL, JR.

On Sunday, April 28, SEPTA began a new season on its Regional High Speed system, with new timetables, new train numbers, a new Airport Line and a renewed determination to improve service. While the airport trains did get off to a fast start (see page 1), riders on several other lines suffered through a rash of early week service failures.



At any timetable change there are problems with reassigned crews and unfamiliar schedules, but Monday afternoon's rush hour was marred by an unusual series of frustrating glitches. Delays were caused by a grass fire near "Arsenal" tower in West Philadelphia, a switch failure at Newtown Junction and an "order runner" who failed to show up for work at Roberts yard. Wednesday afternoon was even worse. An Elwyn-bound train lost a pantograph at Morton station about 4:50 PM, backing up other trains for more than two hours. Over at Roberts yard in North Philadelphia, three separate switches failed in quick succession, delaying train departures on the R2, R5, R6, R7 and R8 lines.

SEPTA received some bad publicity last month when Channel 3 television reported that a tower operator had placed two opposing trains on the same track near 16th Street Junction in North Philadelphia. The April 16 incident occurred on a section of the Norristown Line where one track is out of service for repairs (see April Cinders). Then the Inquirer revealed that a similar incident had happened a few days earlier, on April 12. In both cases, the trains approached to within "several hundred yards" of each other until the Norristown-bound train, operating against the current of traffic, was halted by a flagman working with the track gang. The tower operator at "Wayne" was suspended.

A total of 12 Blue liners will be equipped with cab signals and radios as part of SEPTA's effort to keep the old cars running until the planned "Silverliner V's" arrive in three to five years.....Trains to which the "Blues" are now regularly assigned Mondays to Fridays are: #399, 6330, 6339, 6341, 6362 and 6366 on the West Trenton Line; #7331, 9340, 9342, 9365, 9371 and 9378 on the Elwyn Line.....The 1957-vintage Silverliner I's (Budd Pioneer III's) are even more exotic than the Blues. Numbered 244-248, they usually operate on rush-hour Paoli trains but sometimes find themselves at Chestnut Hill West.

SEPTA's board this month expects to receive a report prepared by Consultant William T. Coleman (see March Cinders), detailing improvements needed in its commuter rail operations.....State Senator Clarence Bell of Delaware County has charged that SEPTA's rail operations pose a "daily threat to life and limb" because SEPTA was designed to run a transit system rather than a full-scale railroad. He was reacting to a complaint by the State Public Utility Commission that its rail inspectors on three occasions had been barred from SEPTA property. SEPTA officials later acknowledged that PUC inspectors had been refused permission to make safety checks, because state law does not give the agency clear authority to investigate SEPTA's commuter system. That is now the jurisdiction of the Federal Railroad Administration.

Governor Thornburgh and Mayor Goode agreed last month on a plan for building and financing the \$441-million convention center proposed for the Reading Terminal area downtown. In return for a promise of \$141 million in state funding, the Mayor accepted Thornburgh's demand that the center be publicly owned and the construction contracts be awarded through public bids. Previously, the City had agreed to development by the Reading Company, owners of the Terminal property.....SEPTA plans to build a temporary commuter rail station at 9th & Columbia this summer, at the site of the Temple University station which was removed during the emergency bridge replacement project last fall. The temporary station will remain until a new Temple U station is built within the next two years at 9th & Norris Streets.

SEPTA is carrying about 325 passengers a day in each direction on its two new trains west of Paoli. Most are commuters who have deserted the Schuylkill Expressway while road repairs are in progress, but others may be former AMTRAK riders attracted by SEPTA's lower fares.....PennDOT has announced that it will begin reconstruction of the Expressway next January between West Conshohocken and Vine Street, in an effort to wrap up the huge \$175-million project in two years instead of three.

SEPTA has again leased NEW HOPE & IVYLAND diesel #401, an ex-CONRAIL U30B, after its own GP9 #7028 went down for engine work. All three of SEPTA's diesels assigned to commuter rail will be repainted (probably orange) and renumbered.....GP9 #7019 was hauling four Blue liners on a deadhead run to the Lenni training center on April 19 when the locomotive broke down at Swarthmore. The crew was instructed to simply raise the pantographs on the MU cars and shove the dead locomotive to Media. Once there, another crew was called to rescue the unit with a borrowed AMTRAK GP9 "pumpkin," which went to Media and towed the 7019 back to Wayne Junction shop. Must have been quite a sight when that Amtrak diesel rumbled through the center city tunnel at the height of the evening rush!

(Continued on Page 8)

PHILADELPHIA EXPRESS (Continued from Page 7)

Those four orphaned Silverliner IV's stored at Wayne are non-pantograph-equipped cars whose mates are out for repair. They are: 136-312-376-392.....Car 217 has finally returned to SEPTA after more than a year at the C&S Transit repair shop in Chesapeake, VA. Six more Silverliners are still there.....Many SEPTA cars are now equipped with "high visibility marking devices" (sealed beam markers), which are much brighter than ordinary marker lights. When the entire fleet is equipped it will no longer be required to display rear head-lights as a safety precaution.....Those nine RDC's sold by the City of Philadelphia to Boston's MBTA left here on April 5 via a special CONRAIL train, arriving in Beantown on the 8th. MBTA says they will all be in service by late spring.

SEPTA is upgrading its track on the Warminster Line in the Willow Grove-Hatboro area, requiring bus shuttles between Warminster and Roslyn on weekends and some midday periods.....Work continues on a new high-level platform for northbound trains at Wayne Junction station. A new main track will also be built on the east side of this platform.....Daily News Columnist Jill Porter tells of the rider who for months complained to SEPTA about a huge pothole at the entrance to the parking lot at Jenkintown station. After waiting in vain for some action, he went out and bought two bags of pothole patch and repaired it himself. He did get a thank-you note from a SEPTA supervisor.

SEPTA is in trouble with the Environmental Protection Agency because deadly PCB's from the Paoli car-shop have for years been washing into Valley Creek, causing the State to ban all fishing along the creek. It is a complicated dispute because the runoff has been occurring since the days when the Pennsylvania Railroad ran the shop, and continued through Penn Central and CONRAIL management, according to an Inquirer report. AMTRAK owns the property but SEPTA is the current operator. PCB's, now banned, were used as a cooling agent in transformer oil for electric MU cars.....An interesting new publication called Mr. Transit's Guide is being distributed free in this area. It contains ads and stories about places of interest accessible by rail in this area, as well as miscellaneous items related to railroads. Mail subscriptions may be had for \$10 per year (12 issues) from: Mr. Transit, Inc., P. O. Box 465, Glenside, PA 19038-0465.

NJ TRANSIT celebrated the 50th anniversary of the Newark City Subway with an open house and equipment display on April 21. A \$19.8-million renovation has just been completed on the 4.3-mile line, much of which runs on the surface. Welded rail has been laid and each of the 26 ex-Minneapolis PCC's is getting a \$50,000 rehab, which includes repainting into NJT's bus scheme, as well as truck rebuilding at SEPTA's Fern Rock shop. Only a few years ago a previous operator (Public Service) proposed abandonment of the line, which is the last vestige of the State's once huge interurban and trolley network.



NJT has issued a useful transit guide and map for the Burlington-Camden-Gloucester County area of South Jersey. There is also a new map available for commuter rail service in North Jersey.....A \$9-million project to build a new station and platforms at Princeton Junction, as well as rebuilding the platforms at New Brunswick, is underway and should be completed by April 1986 (Tri State Chapter Block Line).The feds have approved a \$30.3-million grant for engineering work on the proposed extension of electrification from Matawan to Long Branch, on NJT's North Jersey Coast Line (Block Line).

SEPTA has issued its annual report for Fiscal Year 1984, which ended last June 30. The attractive 52-page report features a color photo on the cover of the interior of Market East Station, with Silverliner #338 awaiting passengers. Included are several charts and graphs showing revenues and expenses, the capital budget and ridership trends. For the year total revenues were \$222.7 million, total subsidies \$203.1 million and total expenses \$421.6 million (including \$33 million in casualty claims) plus net depreciation of \$6.4 million. Loss for the year was \$4.3 million, down substantially from the \$17.1 million the previous year. Total passenger trips were 240 million on transit and 16 million on the Regional High Speed Lines, for a total of 256 million. This compares with 245 million in 1983 (232.1 million transit and 12.9 million RHSL). The above figures show that SEPTA last year got 52 percent of its money from the farebox. It expects that to improve to 55 percent in 1985, a good showing in the industry.



SEPTA restored trolley service to the north end of Route 23 on April 28 as expected (see April Cinders).....Trackwork is progressing on the west end of the Market Street el and the Norristown P&W bridge will be taken out of service for heavy repair work lasting up to nine months.....SEPTA is proposing to change the westbound routing of the Mid City Loop from Market to Chestnut Street, and identify it as bus route 76.

As of early this year SEPTA assigned its operational trolleys to the following City Transit Division depots:

Car Series	Type/Year	Elmwood	Callowhill	Luzerne	Total
2054	PCC Air Electric/1941	1	0	0	1
2091-2197	PCC All Electric/1948	0	9	48	57
2255-2290	PCC All Electric/1946	0	0	2	2
2701-2799	PCC All Electric/1947	0	11	30	41
9000-9111	LRV Single End/1980	96	15	0	111
		97	35	80	212

PHILADELPHIA EXPRESS (Continued from Page 8)

SEPTA is issuing a bi-monthly newsletter entitled Convey, which is available at most sales locations.SEPTA is reportedly considering moving all of its downtown offices into the old Lit Brothers complex at 8th & Market, if and when the historic building is restored.SEPTA and Roy Rogers Restaurants have a new promotion going. Buy a bag of tokens up to May 15 and get a special token good for a free quarter-pound hamburger with a purchase of large fries and a Coke. Hurry!

State Representative Gordon Linton of Philadelphia has introduced a bill which would double to four the number of City representatives on the SEPTA board.State Senator Joseph Rocks of Philadelphia is demanding that SEPTA name an independent controller to monitor its finances.A new group known as the "Philadelphia/Delaware Valley Union of the Homeless" last month told SEPTA that it should allow the poor, homeless and unemployed to ride free during off-peak hours and at reduced fares during peak hours. Senior citizens now enjoy this privilege, for which SEPTA is reimbursed with State lottery or City funds."P&W: A transit tradition," is the title of an article in the Inquirer's Neighbors section on April 18. Ron DeGraw of SEPTA is quoted extensively.

At 9:32 AM on April 18 a Broad Street subway train began moving away from the platform at Olney Avenue without the operator on board. The operator jumped aboard and applied the brake. SEPTA is investigating to see why the "deadman" control did not prevent the train from moving.BVTA's Newsletter reports that all PCC and LRV rebuild work is now being done at Woodland shop, completely replacing the facility at Courtland Street. LRV's 9078 and 9102 are in for wreck repairs and 9002 is the first car to receive "light overhaul," which will include a new paint job.BVTA also says that wire has been replaced on the northbound track on 63rd Street from Haverford to Lansdowne Avenue. This will speed up Route 10 pullouts from Callowhill depot.The poles are set and track is being installed at the new Route 36 loop in Eastwick.

 The debate continues in Washington over President Reagan's "zero budget" request for AMTRAK in the fiscal year starting October 1. The President again attacked Amtrak during his televised speech on April 24, which was designed to gain public support for his compromise plan to slash Federal spending. He repeated his charge that it would sometimes be cheaper for the government to give Amtrak passengers free airline tickets. In response, the National Association of Railroad Passengers called Reagan's plan "irresponsible and irrever- sible," urging Congress and the public "to stop Amtrak's senseless destruction." Railway Age, in its April issue, explored the question in an article titled "Amtrak under siege," and Business Week ran a piece headlined "Amtrak could cost more dead than alive," in which it said that high labor protection and shutdown costs might mean that it's more cost-effective to keep the railroad operating. On April 29, however, Budget Director David Stockman told a Senate Committee that "Amtrak is the litmus indicator" of budget cuts. "If Congress can't cut Amtrak, then it can't cut anything," Stockman said.

Railway Age has run two other recent articles of interest on AMTRAK. In March Writer John Armstrong explained the reasons for the long delay in installing CEIC (centralized electrification and control system), a \$38-million "Star Wars" setup at 30th Street Station which will control the entire Philadelphia-Washington mainline. In the February issue appeared "Miracle at Beech Grove," the story of the upgrading of Amtrak's main shop near Indianapolis. Working at full capacity, Beech Grove this fiscal year will turn out 499 rebuilt cars and 40 locomotives, as well as assembling 107 transit cars for Washington's METRO system.

In spite of threats to send AMTRAK to that Great Roundhouse in the Sky, the carrier is gearing up for what could be its busiest summer. Reservation calls are reported to be running ten to 20 percent ahead of last year's record pace.AMTRAK issue a new 66-page system timetable effective April 28 through (it hopes) October 26. Also Northeast Corridor employee timetable #3 was effective at the same time. It shows that "Baldwin" tower near Chester, PA has been removed from service.SEPTA's renumbering of trains for tunnel service has caused some problems for AMTRAK, because now eastbound R7 trains to Trenton carry odd instead of even numbers, and westbounds are even instead of odd. Amtrak has remedied this in its employee timetable by adding "0" or "1" suffixes to the SEPTA train numbers.

The interior of Harrisburg's AMTRAK station is being beautifully restored as part of a project sponsored by the Harrisburg Redevelopment Authority. HRA has also contributed \$10,000 to a campaign to restore GG1 electric #4859 for display at the station. The locomotive is now stored at Strasburg, PA.As part of a cost-cutting drive AMTRAK is studying the possibility of cutting back electrification of its Harrisburg mainline to Thorndale, just west of Downingtown, and running its Harrisburg trains with diesel power. Only SEPTA would then have use for the overhead catenary.AMTRAK's TLS (Track Laying System) is placing concrete ties and welded rail on #2 track from Holmesburg Junction in Northeast Philadelphia eastward towards Morrisville.

The fight over DOT's plan to sell CONRAIL to the NORFOLK SOUTHERN continues to rage in Washington. On April 30 the Senate Commerce Committee voted 12-5 to approve the sale, but the Senate Judiciary Committee decided to hold a further hearing on the anticompetitive aspects of the sale. Meanwhile, opposition was building in the House, where Commerce Committee Chairman John Dingell of Michigan promised a full study of the DOT plan before any vote is taken. He also asked that proponents of a public sale submit a firm proposal by no later than May 10, which the investment banking firm of Morgan, Stanley & Company was reportedly trying to do. The participation of several large firms was thought to be needed to give the plan credibility. In early May Senate Majority Leader Robert Dole, the husband of Transportation Secretary Elizabeth Dole, indicated that the Conrail sale bill might be considered as part of the overall 1986 budget plan, which would greatly restrict debate when it reaches the floor. But House Budget Committee Chairman Gray, a Philadelphia Democrat, said that he would not agree to include the Conrail bill in the budget reconciliation process.

(Continued on Page 10)

PHILADELPHIA EXPRESS (Continued from Page 9)



CONRAIL has reported that its first quarter 1985 net income fell to \$54.7 million, 40 percent below the previous year's first quarter. The railroad said that restoration of earlier wage cuts and higher tax liabilities, together with a decline in coal traffic and severe winter weather, were responsible for the decline..... U. S. Railway Association and the DOT renamed all of their 11 members to the CONRAIL board last month. These directors on April 17 re-elected Chairman L. Stanley Crane and other top officers, ending speculation that the government might try to remove Mr. Crane because of his opposition to the DOT's plan to sell the railroad to NORFOLK SOUTHERN.

CONRAIL's 50 new locomotives, to be received this spring, will be numbered as follows: 25 C36-7's from General Electric - 6620-6644; 25 SD50's from EMD - 6780-6804.....CONRAIL last month retired 84 switchers, including its 55 remaining RS3M re-engined units. Also retired was lone SD7 #6998.....Rebuilt theater inspection car #9 made its first appearance on a CONRAIL executive train which left Reading for Pittsburgh on April 21, behind dark green E8's #4022 and 4020.....Delaware Valley Chapter NRHS has purchased from CONRAIL a former Pennsy BM70 baggage-mail car, recently retired from wreck train service at Morrisville, PA. The car, originally PRR 8565, will be repainted in tuscan red.

Senator Arlen Specter of Pennsylvania has introduced a bill which would channel CONRAIL's profits for 1986 and 1987 to AMTRAK to help reduce its need for Federal subsidies.....CONRAIL employees are sporting "Let Conrail be Conrail" badges and bumper stickers to show their opposition to the proposed NS takeover..... A total of 17 CONRAIL unions have signed up to receive retroactive pay back to last July 1, representing restoration of industry wage levels before the 12 percent deferral agreed to in 1981. Only the United Transportation Union has not signed.....CONRAIL has issued a new 20-minute movie entitled "Conrail: What It Takes." Philadelphia Chapter will see it at a future meeting.

Former CONRAIL caboose #19121 is on display beside the AMTRAK mainline at Thorndale, PA.....The Ringling Bros. "Red Unit" circus train (42 cars) will move from Long island to South Philadelphia via West Trenton on Monday, June 3.....Work is proceeding to slim CONRAIL's three-track mainline between Marysville (just west of Harrisburg) and East Altoona. Already the third track has been removed from Lewistown to Tyrone and installation of a traffic control system is in progress which will allow the Altoona dispatcher to control the entire railroad. No towers have yet been closed by their time is getting short.....Reports have it that ex-Reading 4-8-4 #2102, now based at Brownsville, PA, will come east to run excursions out of Reading, PA this summer. It's possible that the locomotive may stage a meet with the doubleheaded steam trip out of Strasburg on June 8 (see "Extra List").....CHESSIE SYSTEM has been waging an aggressive local TV, radio and newspaper ad campaign for its piggyback services.

WEST POINT EXCURSION SET FOR SEPTEMBER 29

The United States Military Academy at West Point, NY will be the destination of Philadelphia Chapter's major rail excursion for 1985, Trip Chairman Larry Eastwood has announced.

Confirmed for Sunday, September 29, the special Amtrak train will leave 30th Street Station, Philadelphia, at 8:30 AM, proceeding up the Corridor to Newark, NJ, at which point the train will diverge to Conrail's freight-only Greenville Line. After crossing the Pennsylvania Railroad-built bridge over Newark Bay, the special will enter the National Docks secondary track leading to the ex-New York Central River Line, which follows the scenic Hudson Valley for many miles. Once again, Amtrak F40PH diesel locomotives and Amfleet equipment will be featured.

Upon arrival at West Point, a guided tour of the famed Academy grounds will be conducted, while the train proceeds north to Newburgh, NY for servicing. On the return trip the train will again follow the West Shore route to Hoboken, returning via Conrail's line through Kearny, NJ and the Amtrak Corridor to Philadelphia. The train is due to return to 30th Street at 7:45 PM.

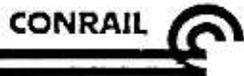
Costs are still being computed, but adult tickets are expected to be priced at about \$49 per person. Further details will appear in June Cinders and flyers should be available sometime next month.

Coincidentally, September 29 is just one day prior to the date on which Amtrak has said it will shut down its entire system unless funding for Fiscal Year 1986 is voted by Congress. At present, the Administration is pushing hard to eliminate all funding for Amtrak after October 1.

PENNSYLVANIA LIVE STEAMERS RUN DAYS

The April issue of Cinders carried an announcement of operating dates at the Pennsylvania Live Steamers rail site on State Route 29 near Rahns, Montgomery County. Mention should have been made that passengers will be carried between 12 noon and 3 PM each day. There is no charge for the rides.

As a reminder, these "run days" are: May 25-26, June 23, July 28, August 25, August 31-September 1, September 22 and October 27. Rain dates are: June 30, August 4, September 29 and November 3.



CONSOLIDATED RAIL CORPORATION
Eastern Region



THROUGH FREIGHT SERVICE
(Corrected to May 1, 1985)

Read Down			AMTRAK MAINLINE — MORRISVILLE LINE — ENOLA BRANCH							Read Up		
MAIL-3 Daily	MAIL-9 Daily	OIEN Daily	LMPI ExSA-SU	TV-1 ExSA-SU	MOP1 Daily	- TRAIN - - Frequency -	MAIL-4 Daily	MAIL-8 Daily	EN01 Daily	P1ML Daily	TV-2 ExtU	P1MO Daily
0600	0400	0200				Lv KEARNY, NJ	Ar 0520	0915	0225			
		0500	2200			Lv OAK ISLAND	Ar		0100	0005		
		0700	2345			Lv LINDEN	Ar		0005	2200		
0740	0540	0830*				Lv METUCHEN	Ar		2230	2050		
0810	0610	1600	0040	2300	1100	Ar MORRISVILLE	Lv 0340	0735	2100*		0430	1100
		1730	0210		1230	Lv MORRISVILLE	Ar 0310	0705	1845			0845
		1915			1535	Lv EARNEST	Ar		1700	1630	0240	0700
1000	0800	1945	0325	0050	1600	Ps PARKESBURG	Ps 0120	0515	1605	1500	0130	0605
		2130	0440	0200	1730	Ps COLUMBIA	Ps		1450			0450
1030	0830					Ps LANCASTER	Ps 0050	0445				
1130*	0930*			0255*		Ar HARRISBURG	Lv 2350	0345		1335	0035	
1201	1000			0430		Lv HARRISBURG	Ar 2320*	0315*		1230*	2305*	
to	to	2345	0615*	to	1930*	Ar ENOLA	Lv from	from	1201	from	from	0230
Conway	Chicago		0730	Chicago	2345	Lv ENOLA, PA	Ar Conway	Chicago		Conway	Chicago	from
			to	Conway	to							Conway

NOTE - Mail-3 and Mail-9 may be combined Kearny to Pittsburgh Sunday/ Monday on Mail-9 schedule.

HARRISBURG LINE — LURGAN BRANCH

CAEN Daily	CAPI ExSU	SCEN Daily	PGAL Daily	PYAL Daily	ENHA Daily	- TRAIN - - Frequency -	ENCA Daily	PICA Daily	ENSC Daily	ALPG Daily	ALPY Daily	HAEN Daily
1800	2215					Lv CAMDEN, NJ	Ar 0130	0700				
1845	2345		0700	from		Ps FRANKFORD JCT	Ps 0100	0630		0330	to	
				Pot		Lv SOUTH PHILA	Ar				Pot	
		0300		Yard		Lv STONEY CREEK	Ar		0045		Yard	
		0500				Ps PHILA, PARK JCT	Ps		2300			
2000	0115		0750	2135		Ps PHILA, "ZOO"	Ps 0030	0600		0245	2300	
			0930	2310*		Lv WEST FALLS	Lv		2230		2205*	
2350						Lv ABRAMS	Lv 2130		2115	0130	2030	
				0100		Lv POTTSTOWN	Lv				1800	
0125	0420	0945	1345	0245		Lv READING	Lv			2200		
		1000				Ps WEST READING	Ps 1900	0001	1800		1655	
			1615	0430		Ps ALBURTIS	Ps			1840	1545	
			1730	0530		Ar ALLENTOWN	Lv			1800	1500	
0230	0525*					Ar HARRISBURG	Lv 1730	2230*	1600			0615
0400	to	1201			2200	Ar ENOLA	Lv 1600	from	1500			0500
	Conway	1330			0015	Lv HARRISBURG	Ar	Conway				0015
					0445	Lv GREENCASTLE, PA	Lv					0015
					0530	Ar HAGERSTOWN, MD	Lv					2100

NOTE: CAEN, CAPI, ENCA, PICA reverse direction at "Zoo".

TRENTON LINE — AMTRAK MAINLINE

TV-23 Daily	SEPY Daily	ALPY Daily	CAED Daily	WHBA-09 ExSU-MO	- TRAIN - - Frequency -	TV-24 Daily	PYSE Daily	PYAL Daily	EDCA Daily	WHBA-08 ExSA-SU
	from				Lv KEARNY, NJ	Ar 0730*	Selkirk			
	Selkirk				Lv OAK ISLAND	Ar				
2000	1500*				Ps PORT READING JCT	Ps 0545	0630			
2040					Ps WEST TRENTON	Ps 0500	0540			
2210	1700				Lv WOODBOURNE	Lv	0500			
2245	1825				Lv PHILA, NICETOWN	Lv			to	
	1915				Lv CAMDEN, NJ	Ar			Allen-	1345
	2120*	from			Ps FRANKFORD JCT, PA	Ps			town	1300
		Allen-	0430		Ps PHILA, "ZOO"	Ps 0255	0145		1245	
		town	0545		Lv PHILA, "Arsenal"	Lv	0120*			
0045	2230		0615		Ar EDGE MOOR, DE	Lv	0001	2000	1045	
			0645		Lv EDGE MOOR	Ar		1830		
	0005	0100	0800		Ps PERRYVILLE	Ps 0015	2115	1650		0130
	0135	0230		0245	Ar BALTIMORE	Lv		1520		0001
0200	0305	0400		0415	Ps LANOOVER, MD	Ps 2145	1845	1255		2130
		0500		0530	Ar POTOHAC YARD, VA	Lv 2100	1745	1201		
0315	0630	0715								
0400	0730	0830								

NOTE: OJT (Tropicana Orange Juice Train) operates once/twice per week Potomac Yard to Kearny on irregular schedule.

KEY TO ORIGIN AND DESTINATION SYMBOLS

AL - Allentown, PA	MO - Morrisville, PA
BA - Baltimore, MD	OI - Oak Island (Newark), NJ
CA - Camden, NJ	PG - South Philadelphia, PA
ED - Edge Moor (Wilmington), DE	PI - Pittsburgh (Conway), PA
EN - Enola, PA	PY - Potomac Yard (Alexandria), VA
HA - Hagerstown, MD	SC - Stoney Creek (Marcus Hook), PA
LM - Linden-Metuchen, NJ	SE - Selkirk (Albany), NY
ML - Metuchen-Linden, NJ	TV - TrailVan (piggyback)

NEXT MONTH: Schedules for Lehigh/Reading Lines

SEPTA BLUELINER SPECIAL JUNE 16 PROVING POPULAR

Philadelphia Chapter's special train to West Trenton and West Chester on Sunday, June 16, promises to be a popular railfan event. By the first of May nearly 100 ticket orders had been received from both members and non-members.

The train, to consist of open-window Blueliner MU cars built for the Reading Company in 1931, will leave 30th Street Station (Upper Level) at 10:15 AM, Suburban Station at 10:20 AM, Wayne Junction 10:40 AM and Jenkintown 10:50 AM. SEPTA's entire West Trenton and West Chester lines will be covered, including the 13.4 miles of single track beyond Media, with return to 30th Street planned for 5 PM. Numerous photo stops and run-bys will be made, as well as a lunch stop in center city Philadelphia.

Tickets are priced at only \$10 per person and may be ordered by mail from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope. Tickets will also be on sale at the May 17 Chapter meeting.

"RED ARROW" AUTHOR DE GRAW TO APPEAR AT CHAPTER MEETING

Chapter Member Ronald DeGraw, author of the forthcoming book "Red Arrow: The First 100 Years," will be on hand at the Chapter's May 17 meeting to sign copies of his book. The Chapter expects to receive a shipment of books from the publisher, Interurban Press of Glendale, CA, just prior to the meeting.

The 194-page hardbound book includes 211 photos, 15 maps and a full-color dust jacket. While its list price is \$31.95, the Chapter's quantity purchase allows a discounted price of \$27 per copy (including tax) to those buying through the Chapter sales table. Advance reservations are suggested for the book, and may be made by calling Larry Eastwood at 215-947-5769 any evening. Come out to the meeting to get a real bargain on this fine book about our Philadelphia Suburban Transportation Company--plus the author's autograph at no extra cost!

If the books do not arrive in time for the May meeting, they will be available at the next regular meeting on June 21. Both events will take place at the Engineers' Club, 1317 Spruce Street, downtown Philadelphia.

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