



CINDERS

April 1988



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Volume 49 Newsletter of the Number 4

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

OUR MEETING:

FRIDAY EVENING, APRIL 15, 1988

The Engineers' Club, 1317 Spruce St., Philadelphia, PA

Dinner at 6:00 PM in the Club Dining Room (\$12 per person)

Meeting at 7:30 PM in the Conference Room (3rd Floor)

Our April, 1988 program will feature a narrated slide lecture entitled "Steaming Through the Eighties", a coast-to-coast review of the major steam locomotives now in operation, presented by Wilmington Chapter National Director and Editor Steve Barry, who is a noted rail photographer. Steve, who also holds membership in Philadelphia Chapter, is a frequent contributor to major railfan publications, and his previous programs with us have been most popular.

Our usual sit-down dinner will be served in the Club Dining Room, at \$12 per person, beginning at 6 PM, by advance reservation. Reservations, WHICH ARE MANDATORY, must be made ON OR BEFORE WEDNESDAY, APRIL 13, 1988 to President Tatnall at 215-828-0706. Those desiring fish dinners MUST SPECIFY SO WHEN RESERVING!

With Spring in the air and the railfan season getting into full swing, we urge you to finish up your taxes, and join your fellow Chapter members on April 15 as we examine the major excursion locomotives of the 1980's.

Spring Blueliner Excursion Scheduled for June 5

The latest in Philadelphia Chapter's long series of excursions with the famed SEPTA Blueliner electric cars has been scheduled for Sunday, June 5. Made up of open-window, refurbished ex-Reading Blue cars dating from 1931, the special train will leave 30th Street Station (Upper Level) at 10:20 AM, returning about 5 PM.



As with previous trips, a number of photo stops have been arranged for these oldest of America's active commuter rail cars. Routes covered will include SEPTA's Airport and Chestnut Hill East Lines and the Amtrak Harrisburg main line as far as Thorndale, PA, with a one-hour lunch stop at International Airport. Segments of unusual trackage will be operated, some of it not used in revenue service. Considerable high-speed running is expected.

Tickets will sell for \$20 per person and may be obtained by mail from:

Philadelphia Chapter NRHS

P. O. Box 7302

Philadelphia, PA 19101-7302

Checks should be made payable to "Philadelphia Chapter NRHS" and a stamped, self-addressed envelope enclosed. Tickets will also be for sale at the April 15 Chapter meeting.

This promises to be another fine outing on SEPTA's Regional Rail system, with plenty of photo opportunities. Please tell your friends about the trip and remember--with the new Bombardier cars in service and the Silverliner overhaul program underway, the days of the faithful Blues may be numbered!

NOTICE OF ANNUAL ELECTIONS

You are hereby notified that election of officers for Philadelphia Chapter, NRHS will take place at our regular monthly meeting, Friday, April 15, 1988, beginning at 7:30 PM. Nominations for the positions of president, senior vice president, vice president and treasurer, secretary and national director will be taken from the floor.

MARIE K. EASTWOOD
Secretary

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

CHAPTER OFFICERS:

President.....F. G. Tatnall, Jr.
Senior Vice President.....Michael L. Burshtin
Vice President & Treasurer.....David L. Kopena
Secretary.....Marie K. Eastwood
National Director.....James S. Myers
Editor.....R. L. Eastwood, Jr.

MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December) at Engineers' Club, 1317 Spruce St., Philadelphia, PA. Dinner at Club 6 PM. No meetings July or August.

ANNUAL MEMBERSHIP DUES: \$19.00 per person, which includes Chapter and National dues. Chapter-only dues \$10.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302.

ADDRESS CHANGES should be sent to the Editor at: Post Office Box 41, Huntingdon Valley, PA 19006-0041.

CINDERS is published monthly except July and August by Philadelphia Chapter, NRHS, Inc. Correspondence regarding *Cinders* should be sent to the President at P. O. Box 7302, Philadelphia, PA 19101-7302.

EXCHANGE COPIES SHOULD BE SENT TO: R. L. Eastwood, Jr., Editor, P. O. Box 41, Huntingdon Valley, PA 19006-0041.

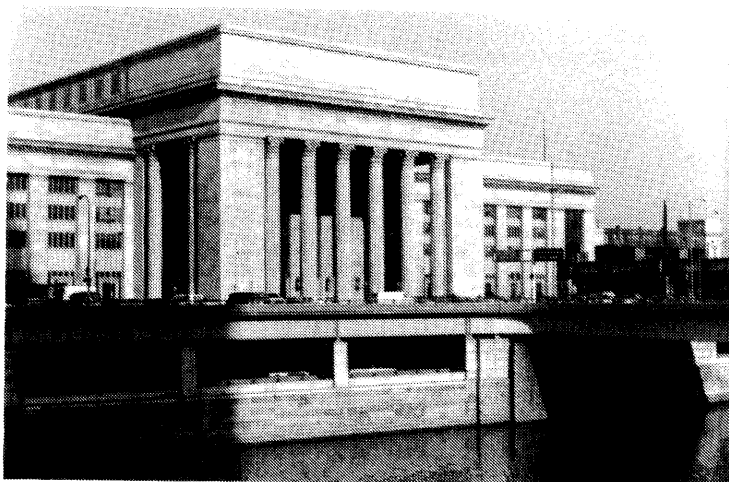
CHARLES J. BUSTARD

March 9, 1988

It is with sadness that we inform you of the passing of Chapter Member Charles J. Bustard of Wayne, PA on Wednesday, March 9. Charlie, a member of the Society and Chapter for 42 years, was accorded an honorary membership in the Society as a representative of the veterans of the Pennsylvania Railroad. He had worked for the Pennsylvania and Penn Central Railroads until his retirement in 1974, after which he stayed active in a consultant's role for Railway Systems Design of Wilmington, DE. He is survived by a son, James S. Services were held on Saturday, March 12 at St. John's Presbyterian Church in Devon. Charlie, well-known to all of us, was a member of that elite legion of "mileage collectors", traveling where his health would permit in order to collect some obscure piece of railroad. We all will share many pleasant miles of rail memories as we think of him.

30th Street Station to Get Major Facelift

For some time reports have circulated about plans for rehabilitating Philadelphia's classic 30th Street Station and developing the air rights above the yards to the north. Two years ago Amtrak announced that it had formed a joint venture with the Gerald D. Hines Interests of Houston, TX to progress these plans, with an estimated \$80 million to be spent on the station building itself.



The *Inquirer*, in its March 6 editions, carried a detailed description of the station project to be funded by Thirtieth Street, Ltd., the development partnership which has leased the 54-year-old structure from Amtrak. This organization counts several investment firms among its backers. It will soon advertise for bids to refurbish the station interior, build a large parking garage above the yard tracks and a subterranean lot in the old mail handling area, and overhaul the Upper Level platforms used by SEPTA passengers. The entire project is scheduled for completion in 21 months.

Among features planned for the station itself are an airport-style baggage system, renovated office space on five upper floors, landscaping and interior lighting, a food court in the south concourse and a brighter appearance in the main waiting room.

In the future Hines plans to develop a 66-acre tract above Penn Coach yard, which will include a complex of high and low-rise buildings as well as a performing arts center.

The entire 30th Street area is now seen as a major site for development of an office-hotel-transportation center just one mile from City Hall. More than a half-century after the official opening of the vast station in December 1933, the Pennsylvania Railroad's foresight is at last bearing fruit.

WALT ZACKON ON ROAD TO RECOVERY

After major heart surgery performed last month, longtime Chapter Member Walter Zackon is at home and recovering well. However, he will be out of service for some time and would appreciate hearing from his many friends. His address is:

C-519 Sutton Apartments
Collingswood, NJ 08107



Amtrak's rolling stock inventory showed remarkably little change during the past year. For the record, the active fleet in mid-February totaled 1,714 cars, broken down as follows:

483	Amfleet I (down 3 in 1987)
149	Amfleet II
282	Superliner
719	Heritage
16	cab cars
50	Turboliners
15	Capitoliners
<u>1,714</u>	

Lest some other publications not catch what I think was an error in Amtrak's listing, the fleet of auto carriers seems to have been understated by three active and three stored cars.

Perhaps of equal interest is the retired list of 170 cars (actually many are only officially stored, and not yet retired). The cars, by types, are:

19	baggage
2	baggage-dorm
7	16-4 sleepers
18	10-6 sleepers
7	lounges
30	coaches
14	diners
4	dome-lounges
15	dome-coaches
5	dome-sleepers
2	hi-level coaches
3	auto carriers
15	Turboliners
29	Capitoliners
<u>170</u>	

Some additional notes for those who keep track of such things: The nine missing Amfleet I cars are: Amcafes 20024, 20031 and 20039, and Amcoaches 21038, 21114, 21173, 21191, 21222 and 21236. Three of these cars (20039, 21038 and 21236) were involved in the January 4, 1987 collision at Chase, MD. Two cars (21191 and 21222) were not retired but instead converted to inspection cars 10001 and 10002, respectively. The Amfleet II car which has been written off is coach 25080, and the two missing Superliners are sleepers 32008 and 32010.

Eight 60-seat Amcoaches were authorized for reconfiguration as 84-seat cars without leg rests. As converted, the cars were renumbered as follows: 21888 (became 21273), 21877 (21274), 21882 (21275), 21854 (21276), 21876 (21277), 21848 (21278), 21830 (21279) and 21843 (to tentatively become 21280). Amdinette 20228 was refurbished for Metroliner service and renumbered to 20928.

"Ambox" 1432 led a short life, and was written off after one of the various California Zephyr accidents.

Three RTG turbo trainsets have been authorized for conversion for Empire Service, each consisting of five cars. The sets are: 66-86-87-88-67 (in service); 68-89-96-97-69 (due April 1988) and 64-83-84-85-65 (due October 1988). Fifteen other cars (three sets) are still stored at Beech Grove.

For those of you who have Randall's 1984 edition of Railway Passenger Car Annual, you should make the following changes to bring your Heritage fleet up to date:

Baggage cars: Delete 1126, 1152, 1154, 1174, 1177, 1184, 1192, 1227, 1233, 1238, 1243, 1259, 1263, 1190, 1355, 1303, 1368, 1378
 Add 1182 (ex-baggage dorm 1418), 1194 (ex-baggage dorm 1409), 1195 (ex-baggage dorm 1425)
 Material Handling Cars: Add 1400-1473 (deleting 1432, which was wrecked)

ON THE SCENE (Continued from Page 3)

Baggage dormitory: Delete 1450-51, 1454-55
Add 1631 (ex-1450)

Slumbercoach: Delete 2083, 2086

11-bedroom sleepers: Add 2220-2222 (ex-2201, 2202, 2204), 2230-2235 (ex-2250-2254, 2265)

10-6 sleepers: Delete 2445, 2915, 2981, 2982 (also, 2468-2474 have never been rebuilt to HEP)

Leg-rest coach: Delete 4729

A number of existing Heritage diners were modified to operate on Florida trains with adjacent buffet cars and renumbered as follows: 8550 (ex-8506), 8551 (8500), 8552 (8508), 8553 (8516), 8554 (8517), 8555 (8518), 8556 (8520), 8558 (8522), 8559 (8526). As part of the same program, seven steam-heated leg-rest coaches, in storage, were converted to Heritage buffet cars: 8710 (ex-5011), 8711 (5014), 8712 (5018), 8713 (5012), 8714 (5013), 8715 (5015) and 8716 (5016). Three other buffet cars were converted or rebuilt as buffets: Heritage 8525 became 8751, and former diners 8025 and 8026 became HEP buffets 8752 and 8750, respectively.

Three full-length domes have been rebuilt for Auto Train service: 9300 (ex-9361), 9301 (9362) and 9302 (9365). Hi-level car changes have found car 39937 being retired and hi-level diner lounges 9980-9985 being rebuilt to 39980-39985.

Seven baggage cars were acquired from VIA Rail Canada and saw limited use (mostly in the Northeast Corridor and in VIA livery). All are now stored. Amtrak 1000-1006 were ex-VIA 9643, 9638, 9641, 9634, 9651, 9652 and 9660 respectively.

Some miscellaneous Amtrak items from my notes: as Amfleet I cars are converted to MU trainlines, the first two digits of the car number are changed to "44" for coaches and "43" for food service cars. Eventually, all will probably be rebuilt and renumbered, but the last three digits do not change.

The same holds true for Metroliner service cars in which the third digit is changed to a "9". At least 62 cars have been so treated (46 coaches, 13 clubs and 13 dinettes).

A number of Amfleet cars have been assigned names for San Diego service, and these have been mentioned in previous issues.

Finally, the order of conversion of the last five San Diego control cars has been changed to the following: 9635 (ex-823), 9636 (816), 9637 (811), 9638 (802) and 9639 (812). The six cars to be converted for Atlantic City service are still 800, 801, 803, 804, 808 and 813, and the 16th car is 809, which was modified at Penn Coach yard for Harrisburg service.

In other Amtrak news, the next schedule change has been deferred to May 15, because Amtrak has decided to change schedules every four months: mid-January, mid-May and mid-September. This will apparently reflect seasonal changes in traffic patterns, especially for the heavy summer months. The Northeast Corridor schedules, however, will change on April 10.

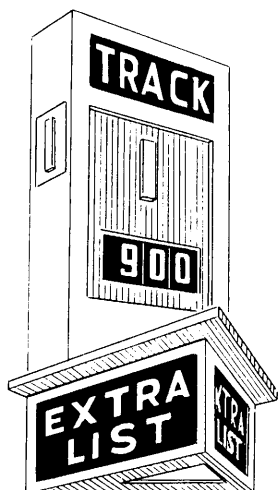
Amtrak raised meal prices a bit in December, and fine tuned the menus. Small changes such as sausage patties instead of sausage links as well as some regional lunch and dinner specialties are noted. The Florida trains add meatball, sausage or chicken hoagies (not subs!).

It may appear as if there aren't too many privately-owned passenger cars out there, but in fact the latest list of 800,000-series numbers assigned to such cars has reached several hundred. Of course, many have not operated regularly or even more than in a positioning move. Fortunately, at least two projects are under way to issue detailed rosters of such cars and Private Varnish caters to such interests exclusively.

VIA Rail Canada made comparatively few car changes during 1987 and actually wound up with more cars at year-end. A summary of VIA's changes are: 10 ex-Amtrak LRC cars were acquired, and are now known as LRC-1's. Coaches become 3501-3508 and two cafes (actually clubs) 3510-3511. The twin-unit office cars (1-2) were transferred to VIA control from CN; these cars were built in 1967 and resemble Tempo equipment. Prewar coach 5184 remains on the roster, in storage (it was overlooked last year). Seven stainless steel cars were obtained from the United States. They include baggage 618 (ex-CRI&P 854), Skyline domes 518-521 (ex-Amtrak and D&RGW), and sleeper-observation Fundy Park (ex-D&RGW) among them. Ten Budd-built VIA cars will not be converted to HEP, with the remaining 157 to be done (four diners and six Park-series cars will not be done). The remaining 33 blue-and-yellow cars to receive the treatment have not been specified in detail. They will, however, consist of three types: 9 baggage, 19 coaches and 5 cafe-lounges.

Rio Grande and the Roaring Fork Railroad have come to a parting of the ways, and the Roaring Fork service to Glenwood Springs from Denver has been discontinued. It appears that only two domes and a parlor (rebuilt from a coach) were operated in the short-lived service.

Rio Grande has elected to use three of the ex-VIA Tempo cafe-lounges as a parts supply. The remaining 14 ex-Tempo cars were repainted and assigned names as well as numbers. Two cafe-lounges are named North Park and Winter Park (420 and 421), three club cars Colorado, Glenwood and Idaho Springs (425-427), four snack



APRIL 16, 1988: 44th annual banquet of West Jersey Chapter NRHS at Holiday Inn, Black Horse Pike & 9th Street, Runnemede, NJ. Social hour at 6 PM, buffet dinner at 7 PM. Speaker will be J. William Vigrass, assistant general manager, Port Authority Transit Corp. Price per person: \$20. Send reservation requests to: Jules G. Ermel, 465 Arbor Road, Cinnaminson, NJ 08077, making checks payable to "West Jersey Chapter NRHS".

APRIL 24: Repeat of sold-out March 20 Bullet car excursion on SEPTA's Norristown High Speed Line, leaving 69th Street Terminal at 9:45 AM, sponsored by Buckingham Valley Trolley Association. Fare: \$15 per person (\$18 on day of trip). Two-car train will be used if equipment available. Order tickets from: George Metz, 130 Springton Lake Road, Media, PA 19063, making checks payable to "BVTA" and enclosing stamped, self-addressed envelope.

MAY 7: 4th annual Railfan Day at Bellefonte, PA, including excursions on ex-New Haven, ex-SEPTA RDC-1 #9167 sponsored by Bellefonte Historical Railroad Society. Morning trip leaves former Pennsylvania Railroad station at 10 AM for Lemont and Pleasant Gap over ex-PRR branch, returning about 12:30 PM. Afternoon trip leaves Bellefonte at 1 PM for Curtin and Vail, including sidetrip on last remaining vestige of the abandoned Bellefonte Central Railroad to Coleville. Return will be at 5 PM. Fares: morning trip \$12 per person, afternoon trip \$15 per person, or \$20 for both. Photo stops will be made and both Nittany & Bald Eagle Railroad CF7 locomotives will be on display. Order tickets from: Michael Bezilla, 1503 South Allen Street, State College, PA 16801, making checks payable to "Bellefonte Historical Railroad" and enclosing stamped, self-addressed envelope.

MAY 7: 12th annual railroadiana auction sponsored by Pottstown & Reading Chapter NRHS at Ridge Fire Company, Route 23 west of Phoenixville, PA. For information, contact: Ted Maurer, auctioneer, 1931 North Charlotte Street, Pottstown, PA 19464 (telephone 215-323-1573).

MAY 8: Steam ramble from Hamburg and Temple, PA to Jim Thorpe, PA and return via Blue Mountain & Reading, Conrail and Panther Valley Railroad, sponsored by BM&R. Ex-Reading 4-8-4 #2102 will be used. Train leaves Temple 9 AM, with four-hour layover in Jim Thorpe. Fare: \$39 per person. Order tickets from: 425 Concessions, P. O. Box 425, Hamburg, PA 19526, making checks payable to "425 Concessions, Inc." VISA and Master Card also accepted. For information, telephone 215-562-4083 weekdays.

MAY 14: Norfolk Southern excursion from Alexandria to Lynchburg, VA and return, sponsored jointly by Washington, DC and Potomac Chapters NRHS and Chesapeake Division RRE. Diesels will be used southward and 2-6-6-4 steam locomotive #1218 returning. For information, write: Steam Train, P. O. Box 456, Laurel, MD 20707, enclosing stamped, self-addressed envelope.

MAY 15: Norfolk Southern excursion from Alexandria to Front Royal, VA and return behind 2-6-6-4 #1218. For information, write as in May 14 item above.

MAY 19: Slide program "Steam-powered tourist railroads of North America" by Dr. Edward Steers, 8 PM at Canal Museum, Route 611, Easton, PA. For information, telephone 215-250-6700.

MAY 21: Amtrak excursion from Harrisburg, Lancaster and Paoli to Mystic, CT and return, sponsored by Lancaster Chapter NRHS. Amfleet-equipped special will leave Harrisburg at 5 AM, Lancaster 6:30 AM, Paoli 7:25 AM, arriving Mystic 1 PM. Returning, train leaves Mystic at 5:20 PM, arriving Paoli 10:45 PM, Lancaster 11:35 PM and Harrisburg 12:35 AM. Fare of \$69 per person includes admission to historic Mystic Seaport or alternate tour of Yale University, New Haven and Shore Line Trolley Museum. Order tickets from: Lancaster Chapter, NRHS, 342 West Fritz Avenue, Quarryville, PA 17566, enclosing stamped, self-addressed envelope.

MAY 21: Steam ramble from Hamburg and Temple, PA to Gettysburg, PA and return via Blue Mountain & Reading, Conrail and Gettysburg Railroad, sponsored by BM&R. Ex-Reading 4-8-4 #2102 will be used. Train leaves Temple 7 AM. Fare of \$62 per person includes tour of Gettysburg battlefield and visit to antique and flea markets. Order tickets as in May 8 item above.

MAY 21: Norfolk Southern excursion from Alexandria to Front Royal, VA behind #1218, thence with NS diesels to Shenandoah Junction, WV and return to Alexandria via CSX mainline through Harpers Ferry, WV and Washington, DC. For information, write as in May 14 item above.

MAY 22: Norfolk Southern excursion from Alexandria to Charlottesville, VA and return, using #1218 southward and diesels returning. For information, write as in May 14 item above.

JUNE 4: Excursion on former Lackawanna branch now operated by North Shore Railroad from Northumberland to Berwick, PA and return, using SW8 diesel painted in Erie Lackawanna colors and ex-Reading open-window coaches. Train leaves Northumberland at 9 AM, and is sponsored by Central Pennsylvania Chapter NRHS. Fare: \$20 per person. Order tickets from: Central Pennsylvania Chapter NRHS, P. O. Box 145, White Deer, PA 17887, enclosing stamped, self-addressed envelope.

JUNE 5: All-electric excursion on SEPTA Regional Rail Division using 56-year-old ex-Reading Blueliner open-window cars, sponsored by Philadelphia Chapter NRHS. Train leaves 30th Street Station (Upper Level) at 10:20 AM, returns about 5 PM, covering both Chestnut Hill branches, Airport Line and Amtrak Harrisburg mainline

(Continued on Page 6)

SPRING ASSIGNMENTS FOR PUSH-PULL TRAINS, BLUE CARS

SEPTA will juggle the assignments of its Bombardier push-pull trains as well as the venerable Blue-liners, effective with the new timetables of April 10.

Here are the trains to which this equipment will be normally assigned five days a week:

PUSH-PULLS (four five-car sets)

AM: 7207-9208 - Marcus Hook
 6324-6323 - West Trenton
 7532 - Downingtown
 7703-720 - Trenton-Chestnut Hill East

PM: 0249 - Marcus Hook
 6376-6379 - West Trenton
 9569-7590 - Paoli
 7559 - Downingtown



BLUES (three six-car sets)

AM: 9304 - Media
 9536 - Paoli
 6715 - Chestnut Hill East

PM: 9303 - Media
 9565 - Paoli
 6756 - Chestnut Hill East

In all cases, the push-pull sets will return to Penn Coach yard at 30th Street for servicing each night.

EXTRA LIST (Continued from Page 5)

to Downingtown, PA. Lunch and photo stops are scheduled. Fare: \$20 per person. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope.

JUNE 11: Steam ramble from Hamburg and Temple, PA to Harrisburg, PA and return via Blue Mountain & Reading and Conrail, sponsored by BM&R. Ex-Reading 4-8-4 #2102 will be used. Train leaves Temple 9 AM. Fare of \$38 includes turning train on famed Rockville bridge west of Harrisburg. Order tickets as in May 8 item above.

JUNE 16-19: 3rd annual American Railroad Conference at Altoona Campus of Pennsylvania State University. Conference features presentations on Pennsylvania Railroad President J. Edgar Thomson, 19th Century locomotives and cars, present Conrail operations and the John Bull. Guest lecturers include noted historians John H. White, Jr. and William L. Withuhn of the Smithsonian Institution. Tours will be conducted of Conrail's Juniata locomotive shops, Samuel Rea car shop and Allegheny Division control center, as well as Flood Museum in Johnstown, PA, Horse Shoe Curve, Allegheny Portage Railroad Historic Site and Conrail mainline. Cost: \$340 per person which includes tours, conference materials, meals and dormitory rooms (\$300 without room accommodations). Campus is accessible by rail, air or highway transportation. Registration deadline June 1. For brochure, write: Penn State Altoona Campus, Continuing Education, IvySide Park, Altoona, PA 16601-3760 (telephone 814-949-5045).

JUNE 17-26: "Colorado Rails" tour of Colorado, including Union Pacific steam excursion behind 4-6-6-4 #3985, ride on Amtrak's California Zephyr from Denver to Glenwood Springs and trips on Durango & Silverton and Cumbres & Toltec Scenic narrow-gauge lines. Fare: \$1,085 per person Denver to Denver including hotel accommodations and some meals. Single supplement \$195. Full payment is due by April 15. Make reservations with: Overland Chapter NRHS, 1412 12th Street, Moline, IL 61265.

JULY 9: Steam ramble from Hamburg and Temple, PA to Philadelphia via Blue Mountain & Reading-Conrail-Amtrak, sponsored by BM&R. Ex-Reading 4-8-4 #2102 will be used. Train leaves Temple 9 AM. Fare of \$36 per person includes bus service between 30th Street Station and Philadelphia Zoo and admission to the Zoo. Order tickets as in May 8 item above.

ON THE SCENE (Continued from Page 4)

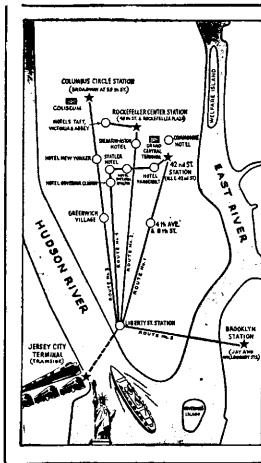
coaches La Plata, Pikes, Pyramid and Shavano Peak (430-433) and five coaches Mount Bierstadt, Mount Elbert (!), Mount Evans, Mount Massive and Mount Princeton (440-444). Ex-D&RGW steam generator 253 (a former Alco PB unit on EMD trucks) retains its number but is now named Moffat Tunnel. The former Tempo cars are highly attractive in their new Rio Grande livery, although they probably ride as poorly as ever.

In transit items, new MBTA Red Line cars are finally coming on stream in Boston. These Canadian-built cars are numbered in the 01700 series.

New York's major rehabilitation of its subway fleet continues. By year's end, the IRT was only operating one train of non-air-conditioned cars-- a train of red R17's (1955 vintage) on the Lexington Avenue-White Plains Road Express. On the combined BMT-IND line, the upgrading program is not as far along. Still to come were 320 new R68 and R68A cars (which will replace 400 older, shorter cars). Programs to refurbish and air-condition all cars from the Budd R32 class onward are under way and when these are completed the additional cars freed up will permit the remaining non-air-conditioned cars of classes R10, R27 and R30 to be retired.

NOSTALGIA NOTEBOOK: 1958~The "Royal Blue" Exits Philadelphia

by Elbert W. Simon, Jr.



Enter and leave New York the Easy B&O way... CHOOSE FROM 14 STATIONS AND STOPS

Entering New York—when you step from your B&O train in Jersey City, B&O Motor Coaches are waiting alongside to take you to your choice of 14 places in New York and Brooklyn. Enroute, you enjoy a novel view of Manhattan's skyline and the busy New York harbor. No worries about traffic, tips, or baggage. Your hand luggage, checked on the train, is delivered to you when you leave the Motor Coach.

Leaving New York—you've made your train the moment you board the Motor Coach. Luggage checked at any B&O Station is delivered to you on the train. There is no charge for this exclusive service.

Today, when Philadelphians think of taking the train to another city, they think of 30th Street station and Amtrak — and possibly its forebears the Penn Central and Pennsylvania. But, as this month we mark the 30th anniversary of the end of Baltimore & Ohio Railroad passenger service between Washington and Jersey City, we realize that Amtrak wasn't always the only game in town.

On or before April 26, 1958, one could go to B&O's 24th & Chestnut Streets station or Reading's Wayne Junction and board the blue and gray cars of the Royal Blue Route. Let's take a moment and review what service B&O operated through the headquarters city of its archrival, the Pennsylvania.

Before the advent of all-steel cars, B&O and its subsidiaries Reading and Jersey Central all provided Royal Blue Line cars, but as steel cars took over B&O alone provided the through equipment. About 1927, the B&O's famous President-class Pacifics began working all the way from Washington to Jersey City.

The first non-articulated streamliner in our area came with 1935's *Royal Blue*, which was later powered at times by the first boxcab road diesel locomotive. Soon, the train became a consist of rebuilt heavyweight cars pulled by steam and then a succession of Electro-Motive E units.

In early 1958, B&O was fielding six daily round-trips out of Jersey City and a seventh originating at Philadelphia. Here, then, is what you would have seen along the east bank of the Schuylkill River.

Most people would have missed the late-night *Metro-politan Special*. This train was heavy on head-end traffic, while carrying several coaches and three standard Pullmans (bound for Baltimore, Washington and St. Louis). The westbound train, #11, stopped at 24th & Chestnut at 3:20 AM while eastbound #12 was carded to arrive at 4:22 AM.

(Continued on Page 9 - See Timetable on Page 8)

RELAXING TRAVEL AT LOW COACH FARES...

on B&O's

DAYLIGHT Speedliners

(Trains 21 and 22)



between

**PHILADELPHIA • WILMINGTON
BALTIMORE • WASHINGTON
CUMBERLAND • PITTSBURGH**

(connections at Pittsburgh to and from Youngstown and Cleveland)

Go modern...in air-conditioned stainless steel coaches. Relax in a reclining, reversible seat and enjoy the scenery through wide picture windows. Gliding Diesel power...tasty food, reasonably priced.

SAVE UP TO 1/3

On Round-Trip Coach Fares

between

**PHILADELPHIA • BALTIMORE • WASHINGTON
and
MARTINSBURG • CUMBERLAND • PITTSBURGH**

and intermediate points

(Fares do not apply for local travel between points on the Philadelphia-Washington line.)

Ask B&O Ticket Agent for details.

GRAPHICS NOTES: The graphics on Pages 7 and 8 were taken from Baltimore & Ohio system passenger timetable, October 27, 1957, the last issue containing passenger service between Baltimore and Jersey City. ABOVE, LEFT: B&O operated a fleet of White buses from Jersey City Terminal to Manhattan and Brooklyn points. ABOVE, RIGHT: B&O introduced Budd RDC "Daylight Speedliners" between Philadelphia and Pittsburgh in October 1956. PAGE 8: Tables 10 and 11 illustrate complete service between Baltimore and Jersey City from the last issue. --Collection of R. L. EASTWOOD, JR.



Table 10

New York, Philadelphia, Wilmington, Baltimore and Washington

Miles	WESTWARD	11				21	27	5	1	3	7	
		Metropolitan Special Cars open for occupancy Jersey City 10:00 p. m.				Daylight Speed-liner	Royal Blue	Capitol Limited	National Limited	Diplomat	Shenandoah	
		Daily				Daily	Daily	Daily	Daily	Daily	Daily	
	(EASTERN STANDARD TIME)	PM	PM	PM	AM	AM	AM	NOON	Note A PM	PM	PM	
	Lv New York, N. Y., 42nd St. Sta. (ROUTE 1) (122 E. 42nd St., opposite Grand Central Terminal and Commodore Hotel)	10.00			12.05		8.45	12.00	1.10	4.10	5.55	
	Manger Vanderbilt Hotel (34th St.) (Park Ave. Entrance)	10.05			12.10		8.50	12.05	1.15	4.15	6.00	
	4th Avenue and 8th Street	10.10					8.55	12.10	1.20	4.20	6.05	
	Rockefeller Cen. Sta. (49th St. & Rockefeller Plaza) (ROUTE 2) Hotels Taft, Victoria and Abbey (7th Ave. & 61st St.) Hotel Manhattan (46th St. Entrance)			11.25			8.55	11.50	1.00	4.00	5.45	
				11.30			8.40	11.55	1.05	4.05	5.50	
				11.35			8.45	12.00	1.10	4.10	5.55	
	Columbus Circle Sta. (Broadway and 69th Street) (ROUTE 3) Sheraton Astor Hotel (Broadway and 44th Street) Hotel Governor Clinton (7th Ave. and 51st St.)		11.00				8.40	11.55	1.05	4.05	5.50	
			11.05				8.45	12.00	1.10	4.10	5.55	
			11.10				8.50	12.05	1.15	4.15	6.00	
	33rd Street Route (ROUTE 4) Sheraton McAlpin Hotel (Broadway and 33rd Street) Statler Hotel (7th Ave. and 33rd St., 35rd St. Entrance) Hotel New Yorker (8th Avenue and 34th Street)						8.40	11.50	1.00	4.00	5.45	
							8.45	11.55	1.05	4.05	5.50	
							8.50	12.00	1.10	4.10	5.55	
	Brooklyn Sta. (371 Jay St., corner Willoughby) (ROUTE 5)		11.05				8.45	12.00	1.10	4.10	5.55	
	Liberty Street Station (C. of N. J.) (Note 6)	10.31	11.35	12.01	12.35		9.15	12.30	1.40	4.45	6.25	
0.0	Lv Jersey City Terminal (C. of N. J.)			12.50			9.30	12.45	1.55	5.00	6.40	
11.5	Elizabeth, N. J. (C. of N. J.)			d 1.08			d 9.46	d 1.01	d 2.11	d 5.17	d 6.56	
23.0	Plainfield, N. J. (C. of N. J.)			d 1.26			d 9.59	d 1.15	d 2.25	d 5.30	d 7.10	
83.1	Wayne Junction, Pa. (Rdg. Co.)			2.54			10.54	2.10	3.20	6.25	8.05	
90.9	Ar Philadelphia, Pa. (24th and Chestnut Sts.)			3.12			11.09	2.25	3.35	6.40	8.20	
90.9	Lv Philadelphia, Pa. (24th and Chestnut Sts.)			3.20			8.00	11.10	2.30	3.37	6.41	
102.8	Chester, Pa.						8.12	2.44			f 8.35	
115.9	Wilmington, Del.			3.52			8.26	11.35	2.58	4.02	7.07	
128.1	Newark, Del.			m 4.13			8.38			n 7.20		
147.1	Aikin, Md. (Bainbridge, Md.) (Note 6)						8.56					
154.3	Aberdeen, Md. (U. S. Proving Ground)			f 4.50			9.04	f 3.37		f 7.46	f 9.28	
185.3	Ar Baltimore, Md. (Mt. Royal Station)			5.47			9.35	12.38	4.12	5.11	8.22	10.07
186.8	Baltimore, Md. (Camden Station) (Notes 7 and 8)			5.55			9.40	12.43	4.17	5.16	8.27	10.12
186.8	Lv Baltimore, Md. (Camden Station) (Notes 7 and 8)			6.10			9.40	12.45	4.20	5.20	8.30	10.15
223.6	Ar Washington, D. C. (Union Station)			7.00			10.20	1.30	5.05	6.05	9.15	11.00
				AM			AM	PM	PM	PM	PM	
	(Daily connections for Richmond, Va.)			AM			AM	PM	PM	PM	AM	
0.0	Lv Washington, D. C. (R. F. & P.)			9.15			11.40	1.50	5.20	6.15	10.00	1.00
116.5	Ar Richmond, Va. (Broad Street Station) (R. F. & P.)			11.46			2.00	4.05	7.35	8.40		
116.5	Ar Richmond, Va. (Main Street Station) (S. A. L.)			11.49				4.13	7.45		10.55	5.30

Table 11

Washington, Baltimore, Wilmington, Philadelphia and New York

Miles	EASTWARD	12				2	6	4	28	8	22	For Travelers to and from ATLANTIC CITY
		Metropolitan Special				National Limited	Capitol Limited	Diplomat	Royal Blue	Shenandoah	Daylight Speed-liner	
		Daily				Daily	Daily	Daily	Daily	Daily	Daily	
	(EASTERN STANDARD TIME)	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	
0.0	Lv Washington, D. C. (Union Station)	1.00				8.00	9.15	12.30	3.45	5.00	6.00	
36.8	Ar Baltimore, Md. (Camden Station) (Notes 7 and 8)	1.46				8.38	9.53	1.08	4.21	5.33	6.33	
36.8	Lv Baltimore, Md. (Camden Station) (Notes 7 and 8)	1.49				8.40	9.55	1.10	4.23	5.40	6.39	
38.3	Baltimore, Md. (Mt. Royal Station)	2.04				8.46	10.01	1.15	4.29	5.46	6.45	
69.3	Aberdeen, Md. (U. S. Proving Ground)	f 2.49					f 10.30			f 6.15	7.13	
76.5	Aikin, Md. (Bainbridge, Md.) (Note 6)										7.21	
95.5	Newark, Del.						11.00	2.10		6.45	7.39	
107.7	Wilmington, Del.	3.44				9.55	11.14	2.24	5.32	7.00	7.54	
120.8	Chester, Pa.						11.30			7.15	8.07	
132.7	Ar Philadelphia, Pa. (24th and Chestnut Sts.)	4.22				10.27	11.46	2.53	6.00	7.30	8.20	
132.7	Lv Philadelphia, Pa. (24th and Chestnut Sts.)	4.37				10.29	11.52	2.55	6.00	7.35	PM	
140.5	Ar Wayne Junction, Pa. (Rdg. Co.)	4.54				10.45	12.08	3.11	6.16	7.51		
200.6	Plainfield, N. J. (C. of N. J.)	g 6.13				g 11.40	g 1.03	g 4.05	g 7.11	g 8.46		
212.1	Elizabeth, N. J. (C. of N. J.)	g 6.31				g 11.53	g 1.15	g 4.19	g 7.24	g 8.59		
223.6	Ar Jersey City Terminal (C. of N. J.)	6.50				12.10	1.32	4.35	7.40	9.15		
	Lv Jersey City Terminal (C. of N. J.)	7.03	7.30	7.56		12.15	1.37	4.40	7.44	9.19		
	Ar Liberty Street Station (C. of N. J.) (Note 6)	7.15	7.42	8.10		12.25	1.45	4.50	7.55	9.30		
	Brooklyn Sta. (371 Jay St., corner Willoughby) (ROUTE 5)	7.35				12.45	2.10	5.15	8.15	9.50		
	33rd Street Route (ROUTE 4) Statler Hotel (7th Ave. and 33rd Street) Hotel Governor Clinton (7th Ave. and 51st Street)	7.35				12.50	2.10	5.15	8.15	10.00		
		7.40				12.55	2.15	5.20	8.20	10.05		
	Sheraton McAlpin Hotel (Broadway & 34th St.—34th St. Ent.) Manger Vanderbilt Hotel (Park Ave.) (34th St. Entrance)	7.35				12.50	2.10	5.15	8.15	9.55		
		7.40				12.55	2.15	5.20	8.20	9.50		
	Greenwich Village (Hudson and W. 10th Sts.) (ROUTE 3) Hotel New Yorker (8th Avenue and 34th Street) Hotel Manhattan (8th Ave. Entrance)	7.25				12.35	2.00	5.00	8.05	9.40		
		7.30				12.40	2.05	5.05	8.10	9.45		
		7.35				12.45	2.10	5.10	8.15	9.45		
	Columbus Circle Station (Broadway and 69th Street)	7.40				12.50	2.15	5.15	8.15	9.50		
		7.45				12.55	2.20	5.20	8.20	9.55		
	Sheraton Astor Hotel (Broadway & 44th Street) (ROUTE 2) Rockefeller Center Station (49th St. and Rockefeller Plaza) Hotels Taft, Victoria & Abbey (7th Ave. & 61st St.)	8.05				12.55	2.05	5.15	8.15	9.50		
		8.10				1.00	2.10	5.20	8.20	9.55		
		8.15				1.05	2.15	5.25	8.25	10.00		
	4th Avenue and 8th Street	8.25				12.45	2.10	5.10	8.10	9.45		
	Ar New York, N. Y., 42nd St. Sta. (ROUTE 1) (122 E. 42nd St., opposite Grand Central Terminal and Commodore Hotel)	7.45	8.35			12.55	2.20	5.20	8.20	9.55		
		AM	AM	AM		PM	PM	PM	PM	PM		

CONNECTING SERVICE FOR B&O PASSENGERS—PHILADELPHIA, PA., to ATLANTIC CITY and SOUTH JERSEY COAST POINTS

B&O passengers traveling via Philadelphia, Pa., to Atlantic City or other South Jersey Coast points, are afforded convenient connecting motor coach service between Philadelphia and those points under a through ticketing arrangement.

Upon arrival at Philadelphia (B&O Station—24th and Chestnut Sts.) passengers will transfer to Union Bus Terminal (13th and Filbert Sts.) from which Public Service Coordinated Transport express motor coaches leave at frequent intervals for Atlantic City and other South Jersey Coast points. The Atlantic City bus terminal is located at Tennessee Avenue and Broad Street. During the period from latter part of June to the foregoing September, Public Service Coordinated Transport express motor coaches will meet specified B&O trains at the B&O Philadelphia Station for direct transfer to Atlantic City.

For other details and schedules, please consult B&O Ticket Agent.

NOSTALGIA NOTEBOOK: 1958 - The "Royal Blue" Exits Philadelphia (Continued from Page 7)

The pride of the B&O fleet, the Capitol Limited, was all-Pullman west of Washington and its companion coach streamliner was the Columbian. Through cars for both trains, however, operated as the Capitol Limited east of Washington, with two streamlined Pullmans and a lightweight coach continuing west to Chicago. The New York section also consisted of local coaches, a diner and a coach-buffet-lounge. This latter car was a B&O feature—a baggage-dorm with a buffet and some tables and lounge seats. Westbound train #5 left Philadelphia at 2:30 PM, with return #6 arriving at 11:46 AM. Eastbound #6 also carried a parlor and buffet-lounge-observation.

The principal train to St. Louis was #1, the National Limited. The westbound train departed Philadelphia at 3:37 PM while its eastbound counterpart, #2, arrived here at 10:27 AM. A diner, coach-lounge-buffet, rebuilt coach and a leased Union Pacific streamlined sleeper (Alpine-class in B&O colors) went through to St. Louis, and the consist also included a streamlined sleeper operating between New York and Louisville.

A second train on the St. Louis route was the Diplomat. Westbound train #3 left Philadelphia at 6:41 PM, with eastbound #4 arriving here at 2:53 PM. In each direction, the consist included a coach-buffet-lounge and diner to St. Louis, and sleepers to both St. Louis and Louisville (the latter being a standard-weight car). The westbound was the main late afternoon train out of New York and carried the parlor and lounge-observation which had come east from Washington that morning in the Capitol Limited. This train also boasted a prewar Cascade-series sleeper for Parkersburg, WV (which came east in the National Limited).

The last train of the evening was the Shenandoah on the Chicago line. Again, the consist included coaches, a coach-lounge-buffet, diner and sleeper for Chicago, and a standard-weight sleeper-lounge (eight sections). There was a standard sleeper destined for Pittsburgh (which returned in the National Limited). Train #7 departed Philadelphia 8:22 PM westbound, and eastbound #8 arrived at 24th & Chestnut at 7:30 PM.

The newest trains on the route were the Daylight Speedliners, trains #21-22, to and from Pittsburgh. Consisting of Budd RDC's, the Speedliner originated out of Philadelphia westbound at 8:00 AM and returned at 8:20 PM. A modified Budd RDC-2 (including kitchen and dining tables) and two RDC-1's operated in this train, with two sets of equipment required. B&O acquired RDC-2's #1960 and 1961 and RDC-1's #1908-1911 from the Budd Company in October 1956 for total cost of \$1,188,000.

Now that we've reviewed the trains, some operational comments are in order. The B&O route east of Baltimore in those days was double-tracked with automatic block signals. The trains stopped at an island platform on the lower level of Baltimore's Camden station, at the south end of the Howard Street tunnel. At the north end of the tunnel was Mount Royal station. Departing from beneath Mount Royal's arching shed, the trains headed north and east, passing Pennsy's Bay View yard and shadowing the PRR much of the way to Philadelphia. There were a few local stops on the schedule, with all trains stopping at Wilmington, DE.

Just beyond Philadelphia's impressive brick station, the trains traveled through a tunnel under the Art Museum circle, entered Reading Company territory at Park Junction, then paralleled the Schuylkill River before crossing the Columbia and Falls bridges, ascending Laurel Hill and coming up the "Blue Line" connection to make the Wayne Junction stop.

While the longer route via Jenkintown was sometimes used, B&O trains normally operated via the New York Short Line, leaving the branch at Newtown Junction, traveling via Crescentville, Cheltenham Junction, Bustleton and rejoining the New York branch at Neshaminy Falls ("JG" tower). The trains continued through West Trenton, without stopping, clattering onto the Jersey Central at Bound Brook Junction. Two stops were made along the CNJ, at Plainfield and Elizabeth, before the trains terminated at Jersey City Terminal on the banks of the Hudson River. On arrival at Jersey City, the trains were met by B&O's White-built buses, transferring passengers to several Manhattan and Brooklyn locations. These buses were lined up train-side, and there was even a small turntable in Jersey City Terminal to turn the buses after they'd unloaded outbound passengers!

The B&O, obviously, was never able to compete with the Pennsy on speed, so early on the line emphasized amenities and a more friendly attitude toward its passengers. The coach-lounges were an example, and B&O featured reclining seats well before the PRR. The railroad was the choice of many loyal passengers and its passing 30 years ago this month was a sad day for many of them.

The B&O-RDG-CNJ corridor had its own daylight train, the Royal Blue, which left Philadelphia for Washington at 11:10 AM and returned from the nation's capital at 6 PM. Apart from its usual coaches, #27-28 carried a combine (Capitol Hill), a diner, parlor and blunt-end cafe-lounge-observation. This train was "streamlined" with modernized heavyweight cars of various styles and carried its own drumhead sign on the rear. As with most B&O trains serving our area at the end, the Royal Blue rarely exceeded two E units and ten cars. My notes show the consist of #27 on May 30, 1957 at Jersey City as E8A #1438, E8B 2415, combine 1301, coaches 5442, 3563, 3554 and 3513, diner 1035, parlor 2111 and observation 3301.



PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA will assign its Bombardier push-pull trains to "semi-permanent" runs effective with the April 10 time change (see separate article). Further changes may be made after the new Frazer shop opens in June or July.All seven AEM-7 locomotives (#2301-2307) are in service, alternating on the four five-car trainsets which operate each weekday.....For one afternoon only, five sets ran during the rush hour of March 14.



At a distance you can tell when one of the push-pull trains is approaching a grade crossing--both the AEM-7's and cab cars are equipped with mellow AMTRAK-style K5LA horns!.....On March 25 one set was spotted with a cab car cut in mid-train on #9745 from Trenton. Cab #2405 ran as the third car with coaches 2520, 2519, 2525 and working cab #2409.....AEM-7 #2305 hauling West Trenton express #6376 on March 25 snagged its pantograph in the catenary near Wayne Junction, causing rush-hour delays.

Steelwork is up for the new Bombardier maintenance building at Frazer, Chester County. Ballasting is underway in the four-track yard, but it is understood that a dispute with AMTRAK must be resolved before the connection with #4 main track can be installed at the east end of the yard. The west-end access track will duck under the Harrisburg mainline, following CONRAIL's Dale-Glen connecting track to a junction with the main at nearby "Glen" interlocking, 25.3 miles from Suburban Station. The #2 middle track is out of service at this point, and in fact is unused for the entire distance between Paoli and Thorndale. Some rail in #2 east of "Glen" has been removed, freight traffic having disappeared (Jim Davies).

Startup of the 9th Street bridge project will be postponed for a year until 1990. SEPTA's mainline is to be closed for three consecutive summers while 25 steel bridges in North Philadelphia are replaced, during which time most riders will be shifted to the Broad Street subway. Apparent reason for the delay is to allow completion of express tracks in the subway between Olney and Erie Avenue stations, which will speed the rail riders from and to a new transfer station to be built near Fern Rock terminal.

Replacement of SEPTA's 104-year-old iron bridge across Cresheim Creek in Chestnut Hill now seems assured, with the approval last month of a \$7.5-million Federal grant by the Urban Mass Transportation Administration. UMTA had been holding up the money for several months, saying that the project ranked near the bottom of its nationwide priority list, but Republican Congressman Lawrence Coughlin of Montgomery County brought strong pressure to release the funds. Assuming that \$2.5 million in local matching funds can be secured quickly, SEPTA said that the new bridge could open in 18 months and again connect Chestnut Hill West with center city. The Pennsylvania Railroad opened the 6.6-mile branch in June 1884.

The two-month track rebuilding project on the Upper Level of 30th Street Station is scheduled to begin May 13. One at a time, each of the six platform tracks will be removed from service for a week or more to allow complete replacement of the rail, ties and ballast as well as repair and waterproofing of the concrete trackbed. The tracks will be rebuilt in this order: 2-1-5-6-3-4. During the period that "B" platform tracks 5 and 6 are out, all R2 Marcus Hook trains will be handled on the Lower Level. Delays can be expected on the other lines as work progresses, until its planned completion in July. AMTRAK, which owns the station, also will refurbish the dingy Upper Level platforms and stairways.....Work is underway to install new ties, ballast and welded rail on the "hill" between Suburban Station and 30th Street, as well as crossovers at "Broad", "20th Street" and "Schuylkill" interlockings. The present bolted rail was put down about 1950 and ties range in age from seven to 40 years, according to SEPTA. All work is to be completed by October 1988, costing \$10.4 million.

Pioneer III car #244 is back from the dead. It emerged from Paoli shop last month after more than a year in storage, and was placed in service on Chestnut Hill East train 6711 March 21 with three sisters (#247 is still shopped).....Blueliner #9117 made its first revenue trip March 10 after its return from a rehab at General Electric in October 1986.....Silverliner II #9010 is due back from Morrison-Knudsen's Hornell (NY) shop early this month, the "prototype" of 38 SEPTA cars to receive a heavy overhaul at Hornell.....SEPTA in mid-December completed the replacement of all 924 hollow axles on its Silverliner IV fleet. As a safety measure, the Federal Railroad Administration in 1986 ordered SEPTA to install solid axles by the end of last year. Paoli and Wayne Junction shops finished the job ahead of schedule.

Chief Officer James L. Cira of the Regional Rail Division was suspended by SEPTA last month with intent to dismiss. According to press accounts, Cira is accused of "double-dipping," or billing SEPTA for private consulting work on the Bombardier cars after he had been hired by SEPTA as a full-time employee. He was appointed RRD chief officer last October, replacing John F. Tucker who became chief transportation officer of the City Transit Division. Transportation Director Jerome Kirzner has been named acting chief officer in charge of the commuter rail operation. Ironically, in the week that Cira's dismissal was announced, his picture appeared on the front page of the employee newspaper SEPTA Lines, under the headline "A positive image emerges at SEPTA."

(Continued on Page 11)

PHILADELPHIA EXPRESS (Continued from Page 10)

The Regional Rail Operations Center in Suburban Station now has three dispatcher positions. Desk A controls the territory north of Newtown Junction (one mile from Wayne Junction), Desk B controls the Mainline between Suburban Station and Newtown Junction as well as the Norristown and Chestnut Hill East Lines, and Desk C handles all trackage south of Suburban Station. AMTRAK, of course, continues to dispatch SEPTA trains using the Northeast Corridor and Harrisburg routes.....SEPTA's "Jeff" interlocking on the Ivy Ridge Line is out of service after vandals set fire to its signal relay case on March 18. Trains to and from Cynwyd have been operating single track between 44th Street and "Jeff" with up to 20-minute delays. SEPTA said that the estimated repair cost of \$500,000 made this the second most costly act of vandalism since it took over the system in 1983. The most expensive was the October 1985 fire which destroyed the old "Ayres" tower at Bethayres at a cost of \$1 million. That equipment has not been replaced, resulting in slow orders for all West Trenton trains using the Neshaminy Line in that area.....The Borough of Sellersville, Bucks County, is trying to line up steam excursions on May 29 and 30 to mark its 100th anniversary. It's doubtful, however, that SEPTA and CONRAIL will approve the operation on the ten-mph Bethlehem running track (ex-Reading Bethlehem branch).

The famed Reading Terminal Market celebrated its 95th birthday last month with a party featuring a large model railroad layout furnished by the Reading Company T&H Society. However, many merchants are wary of the future as plans move ahead for construction of the \$468-million convention center in the Market East area. City Council has pledged not to release funds for the center unless preservation of the market is guaranteed by the convention center authority, headed by Developer Willard G. Rouse, III. Meanwhile, another stumbling block for the troubled convention center project emerged last month with word that the Reading Company, owner of Reading Terminal in which the market is housed, may be sold to Real Estate Magnate Samuel Rappaport or Developer Kevin Donohoe. The Terminal is expected to play a key role as the entrance to the convention center, but negotiations with the City for sale of 7.4 acres of Reading-owned property are still in progress. In addition, the Reading Company must clean up many years' accumulation of PCB chemicals from the trainshed floor before the building can be sold.

Amtrak



Less than two months after the January derailment of the Night Owl in Chester, (see February Cinders), AMTRAK found itself with another serious problem in Delaware County. On Friday, March 25, one of five propane gas storage tanks at "Baldwin" interlocking just north of Eddystone was discovered to be leaking. Until the leak was capped, Amtrak and SEPTA service was halted and traffic diverted off nearby Interstate 95. The tank, used to fuel switch heaters at the interlocking, began leaking again the

next afternoon and again rail and highway traffic had to be cut off. That night, Amtrak loaded the tank on a flatcar and moved it first to West yard in Wilmington, then to its Bear (DE) yard, where it was drained of flammable gas as Delaware emergency officials ordered the area sealed off. The State's secretary for environmental control strongly criticized Amtrak for its failure to notify authorities of the movement. The other tanks, two of which began leaking, were drained at a site near "Baldwin" and another leaking tank at West yard also had to be drained. Angry Delaware officials promised that they would send Amtrak a bill for "several thousand dollars" to pay the expenses of emergency crews and fire companies called to the scene. Amtrak blamed the leakage on a sudden increase in temperature to 77 degrees on March 25.

AMTRAK is planning to convert two additional steam-boiler E60's to head-end power, bringing the total number of upgraded E60MA's to 12. After repainting, they will be renumbered to 610 and 611. Meanwhile, the two remaining steam E60's, #510 and #953, will be renumbered to #620 and 621. The 510 had just been renumbered a month ago from 950 after receiving a fresh paint job, relocated headlight and number boards. The eight idle E44 electrics likewise will be renumbered from 500-507 into the 600 series, but Amtrak seems to have no immediate plans for putting them into work train service.....E60 #605 had a bad time last month. On March 14 it caught fire at Exton while hauling train 601 west to Harrisburg. After the West Whiteland Fire Company extinguished the blaze, F40 #296 was summoned to rescue the train. Amtrak trains 603, 604 and 606 were delayed and SEPTA Downingtown trains 7528, 7532, 7538 and 501 were annulled west of Paoli. Then, two days later, a repaired #605 was dispatched from Philadelphia to Harrisburg to bring in train #40, the Broadway Limited, after F40 #279 had suffered a cab-signal failure. Upon coupling onto the train, the resistor grids atop #605 were found to be burning, so the two F40's continued to Philadelphia unassisted under absolute block rules. CONRAIL office car 3 carrying newly-named President Richard D. Sanborn was on the rear of #40.

AMTRAK has issued a new Northeast Corridor public timetable effective April 10, but the Form A system timetable will not appear until May 15. Northeast Corridor employee timetable #7 is effective at 12:01 AM April 10.....AMTRAK has issued its annual report for Fiscal Year 1987 ending last September 30. The 20-page report features only one color photo (on the cover), but points out several encouraging statistics such as this one: In 1987 Amtrak's train revenues for the first time exceeded its short-term avoidable costs, covering 103 percent of these "above-the-rail" costs.....AMTRAK got some fine publicity in the April 4 issue of Time Magazine, with a two-page article (with color photos) extolling the joys of riding the long-distance western trains. But many are already sold out for this summer and Amtrak is desperately short of equipment to meet the overwhelming demand.....In this regard Mohawk & Hudson Chapter's Call Board reports that AMTRAK might begin leasing coaches from Bombardier because it can't get the capital dollars to buy new cars. Taking a leaf from SEPTA's book, you might say.

AMTRAK plans to implement the new uniform book of operating rules developed by the Northeast Operating Rules Advisory Committee (NORAC) on September 1. SEPTA, NJ TRANSIT and CONRAIL also joined in this effort and are now requiring their operating employees to attend classes and pass the prescribed examination on NORAC rules.....AMTRAK has designated the rebuilt line between Winslow Junction, NJ and milepost 57 just outside

PHILADELPHIA EXPRESS (Continued on Page 13)

of Atlantic City as the "Atlantic City industrial track" with a maximum speed of ten mph.....Member Tony Macrie, during his presentation on the Atlantic City line at last month's Chapter meeting, reported that AMTRAK has now decided that the Beach Thoroughfare movable bridge at the entrance to the shore resort will have to be replaced. The new bridge will be two feet higher than the old span. Meanwhile, work has begun on the joint Amtrak-NJ TRANSIT rail terminal in Atlantic City.

Few traces of the January 29 derailment of the Night Owl remain at the scene just south of the Commodore Barry bridge in Chester. Because of bridge damage the #2 track was out of service for several days after the accident, then was restored with a 30-mph speed restriction. Now, the normal 90 mph for passenger trains is again in effect but freight trains are prohibited on #2 between "Baldwin" and "Hook" interlockings.AMTRAK has issued elaborate new rules for the protection of on-track maintenance of way equipment following the Night Owl's collision with a ballast regulator in that January 29 mishap. In addition to the usual train orders, the new rules require that metal track barricades designed to shunt signal circuits be locked onto the rails at each end of a work zone. When the work zone is between interlockings not equipped with panel blocking or exit blocking devices, a qualified signal maintainer must physically de-energize the track circuits for the area. "Hook" tower, whose operator caused the Night Owl wreck by failing to route the train around a work zone, is not equipped with these devices.

R. L. Gates, the former CONRAIL engineer who drove his light engines into the path of AMTRAK's Colonial near Chase, MD on January 4, 1987, was sentenced last month in Baltimore County court to five years in prison and a maximum \$1,000 fine for causing the "indescribable tragedy" which killed 16 persons and injured 175. In a plea bargain agreement, the 33-year-old Gates was ordered to jail following his conviction on a single count of manslaughter by locomotive. Two days later, a Federal grand jury in Baltimore indicted Gates on criminal charges of conspiracy and of making false statements under oath during the accident investigation. After initial denials, he admitted that he and Brakeman Edward Cromwell had smoked marijuana minutes before the crash.

AMTRAK President W. Graham Claytor, Jr. has appeared before Congress to push for \$630 million in funding for the passenger carrier in Fiscal Year 1989. This would include \$557.4 million for operations, a reduction of \$2 million from this year's budget, and \$72.6 million for capital projects. Combined with other non-rail income, this would give Amtrak \$103 million for capital investments. Claytor also requested that the Rail Passenger Service Act be amended in several respects to cut costs and increase efficiency. Among the changes would be removal of Amtrak from the Railroad Retirement System in favor of private pension plans, and ending the current policy of allowing cross-transfers of employees between Amtrak and CONRAIL every six months. President Reagan, of course, wants to end all funding for Amtrak this year (Amtrak Newsbreak).

This year is the 100th anniversary of the legendary Blizzard of '88 which struck the Northeast between March 11 and 14, 1888, burying cities under mountainous snowdrifts and disrupting rail service. The Pennsylvania Railroad's mainline between Philadelphia and Jersey City was shut down from Sunday morning to Thursday afternoon.....Drug and alcohol testing of railroad employees has resumed following a stay issued by a Federal judge in San Francisco. This action postponed the effectiveness of an earlier decision which struck down the FRA's rules for testing employees after accidents (see March Cinders).....Delaware Valley Rail Passenger reports that PennDOT will study the Philadelphia-Harrisburg passenger corridor.....AMTRAK has begun action under a little-used section of the Rail Passenger Service Act to acquire GUILFORD's 48.5-mile Connecticut River Line between Brattleboro and Windsor, VT. Amtrak would then pay to upgrade the track, allowing resumption of Montrealer service which was suspended last year because of the poor condition of the BOSTON & MAINE line.....A drunken driver drove his automobile onto AMTRAK's mainline near Croydon, PA on March 30, but escaped from the vehicle just before it was struck by train #186 at 105 mph.



SEPTA said last month that its proposed \$576 million operating budget for the next fiscal year beginning July 1 includes neither a general fare increase nor a cut in service. The figure represents a \$23 million rise in expenses over the current budget, but it would be higher except for a \$3.7-million slash in vehicle maintenance programs and a \$4 million reduction anticipated in personal injury payouts. Infrastructure improvements are funded at only one-fourth of projected needs, SEPTA said, with the hope that the State will soon act to establish the dedicated funding source that SEPTA has sought for so long. Public hearings on the budget will be held April 25 through May 3, with the Philadelphia session scheduled for 6 PM May 3 in the Holiday Inn at 18th & Market Streets. One minor fare increase is a boost of 28 percent in light rail charter fares.

Former SEPTA Chairman Lewis F. Gould, Jr. resigned from the Authority's board last month. Newspaper reports indicated that Gould was bitter following his much publicized fight with ex-General Manager William G. Stead, which forced Gould to step down as chairman last December. His replacement as Montgomery County board member has not been announced.....Frank Wilson, the former assistant general manager of SEPTA whose lush contract was one of the sticking points between Stead and Gould, has filed suit against SEPTA for the \$110,000 in severance pay specified in that contract. Wilson, who left SEPTA to become deputy executive director of the CHICAGO TRANSIT AUTHORITY, is also asking for more than \$150,000 in damages from SEPTA.....The SEPTA board last month voted to retain MSL International, a Philadelphia-based executive search firm, to seek out a new general manager for the Authority. MSL is the same firm which brought William Stead to Philadelphia from the SAN FRANCISCO MUNICIPAL RAILWAY. James F. Kilcur, SEPTA's top lawyer, now serves as Acting General Manager.

PHILADELPHIA EXPRESS (Continued from Page 12)

SEPTA's struggling Norristown High Speed Line lost another car on March 24 when "Strafford" car #163 caught fire near West Overbrook station. Six passengers received minor injuries in the rush to escape the burning car, which was heavily damaged.....SEPTA reportedly is considering the possibility of lowering the anticlimbers on its 14 ex-CTA cars so as to match with those of the Bullet cars, and allow the Bullets to return to weekday service. Currently, the Bullets operate only on weekends because their anticlimbers might ride under the Chicago cars in the event of a collision.....Ex-P&W snowplow #10 has been found to be in poor condition and may not be repainted or renumbered to 410.....SEPTA plans to install no welded rail this year on the P&W line, but will do trackwork to correct numerous slow orders in the Haverford Township area. SEPTA has purchased a new \$370,000 ballast tamper for the P&W.....Bodies for the 26 new Norristown cars will be built in Portugal and shipped to AMTRAK's Beech Grove (IN) shop for final assembly. The first two cars are due for delivery late next year.

Former RRD Chief Officer John Tucker has been named by SEPTA to the new post of director of strategic planning. He will be responsible for drafting a long-range capital and operating plan for SEPTA, a document whose absence has drawn severe criticism from lawmakers and others.....Tucker was quoted extensively in a March 20 Inquirer article on the subject of dogs and other animals interfering with SEPTA operations. One favorite story which Tucker forgot to tell the reporter was that of the buffalo which apparently escaped from the Norristown Zoo and ran headlong into a SEPTA bus.

SEPTA's new public timetables boast strikingly different graphics. Gone is the former city skyline design on the cover, replaced by large route number and name together with a drawing of what appears to be a bus, train or trolley sliding sideways. But the schedules themselves are easier to read.....The National Transportation Safety Board said last month that tests have confirmed the drug impairment of two SEPTA operators whose trains were involved in accidents. One of these occurred in January 1987 when a P&W Bullet car rear-ended another car near Ardmore, while the second resulted when an Airport-bound train rammed another train in Suburban Station in December 1986. The P&W operator was later convicted and sentenced to prison, while the commuter train engineer was fired.

SEPTA has begun a major phase of its long-planned reconstruction of the 66-year-old Frankford elevated. Starting April 1 the el will be closed each weekend from 8 PM Friday to 5 AM Monday between the Huntingdon and Spring Garden stations, and each weeknight from 8 PM to 5 AM in the same area. Shuttle buses will operate in the gap while regular rail service continues between Bridge-Pratt and Huntingdon and between Spring Garden and 69th Street. In addition, express buses will run via I-95 between Bridge-Pratt, Erie-Torresdale and center city from 6 AM to 8 PM Saturdays and Sundays. Rebuilding the 5.2 miles of el structure, track and signals from Bridge terminal to Girard will require at least five years but should not seriously inconvenience the 98,000 passengers who ride the line each weekday. Cost overruns, however, threaten the project (see March Cinders).

The Federal Transportation Barriers Compliance Board last month ordered SEPTA and the City to refit 19 subway and elevated stations for use by handicapped persons, at a cost of millions of dollars. These include the showplace Columbia Avenue and Margaret-Orthodox stations, which with 17 other facilities were reconstructed with Federal funds but not fitted with elevators and other devices to make them fully accessible, the board said.....Several Broad Street subway cars built by Kawasaki are developing frame cracks around side bolt holes. The builder will correct the problem, which is thought to cause no structural weakness.....Buckingham Valley's March 20 fantrip in the Broad Street subway brought out three of the four old cars remaining on the property. The special train was made up of 1927 Brill-built car #1, "bridge" car #1025 and "South Broad" car #166, all nicely painted. The fourth survivor, #51, is out of service at Fern Rock.....SEPTA's one and only Volvo non-articulated bus, demonstrator #8590, has been showing up in regular service on King of Prussia Route 45.....SEPTA will hold public hearings this month on the fourth and final phase of its program to restructure bus service in Northeast Philadelphia.

CONRAIL



CONRAIL has ordered 100 sets of "braking profile system" equipment from Harmon Industries to equip locomotives operating on the Northeast Corridor. These devices will fulfill Conrail's obligation, under FRA rules, to have all of its freight trains on the Corridor equipped with automatic train control (ATC) before July 1, 1990. Last year Conrail installed BPS sets on eight SD40-2's for testing and has retrofitted 914 road units with automatic train stop devices, but the latter do not meet FRA requirements because they do not automatically govern train speed in accordance with signal indications. Conrail had previously contended that ATC would be unsafe for braking a long freight train under certain undulating track conditions. FRA is now considering the need to expand its ATC order to include lines tributary to the Corridor: Philadelphia-Harrisburg, Philadelphia-Atlantic City, New York-Albany and New Haven-Springfield (Railway Age).

CONRAIL last month issued its 1987 annual report, a 40-page, color-filled publication detailing the financial and operational progress of the big carrier. The report, first since Uncle Sam sold Conrail to the private sector last year, features a large color photo of a double-stack container train crossing the Erie-built Starrucca viaduct at Lanesboro, PA (page 6). The photographer: Chapter Member Dick Adams.....On March 1 CONRAIL merged its Selkirk (NY)-based Northeastern Region into the Philadelphia-based Eastern Region.

PHILADELPHIA EXPRESS (Continued from Page 13)

The expanded region now covers all territory east of Harrisburg and Syracuse, as well as the Southern Tier District into western New York State.....A deaf woman walking in the gauge of CONRAIL's main track at Royersford, PA was struck and killed by westbound train SCAL3 on March 23, in spite of the engineer's desperate attempts to stop and repeated sounding of the locomotive horn.

The first of CONRAIL's 30 new B40-8 diesel locomotives should begin to arrive from General Electric within weeks. They will be numbered 5060-5089 and are intended for high-speed piggyback service.....CONRAIL is again bringing many of its 97 GE U23B units out of storage to help handle growing traffic volume.....CONRAIL is leasing 15 stored GP35's to CP RAIL, including ten ex-Penn Central units, three ex-Reading and two ex-Erie Lackawanna. Some of them had been leased to WISCONSIN CENTRAL last year.....CONRAIL will operate an "Operation Lifesaver" office car special from Philadelphia to Vineland, NJ and return on May 18 to promote grade crossing safety.

NJ TRANSIT

NJ TRANSIT has rejected the lone bid it received for six new electric locomotives (see March Cinders). Don't be surprised, however, if those four MARC AEM-7's now in service between Baltimore and Washington are leased to NJT.....The New Jersey Railroad & Transportation Museum Study Commission issued an interim report in February, offering several proposed sites for a museum but asking for an 18-month extension to complete its work.....NJT is considering the purchase of bi-level passenger cars to expand passenger capacity without requiring platform extensions or more yard tracks.

NJT held public hearings last month on its plan for an average nine percent fare increase effective May 1. Rail fares would go up an average of ten percent but local bus fares would rise only about seven percent. NJT's operating budget for FY 1989 is expected to be \$590 million, an increase of \$44 million from the 1988 budget (NJT Inside Track).....The NJT board has retained the Delaware Valley Regional Planning Commission to gather technical information for NJT's South Jersey Transit Planning Study now underway (Inside Track).....New Jersey DOT this year will allocate more than \$7.5 million to the State's freight railroads for rehabilitation projects. In South Jersey, funds will go to the WINCHESTER & WESTERN, WEST JERSEY SHORT LINE and SHORE FAST LINE for trackwork (Jersey Central Chapter News).

Fred Bartels, formerly of the CASS SCENIC RAILROAD in West Virginia, has been named president of the STRASBURG RAIL ROAD.....Lancaster Chapter has donated \$10,000 to the Railroad Museum of Pennsylvania at Strasburg for its building fund (Lancaster Chapter Dispatcher).....STRASBURG is building a parlor car from former Narragansett Pier #22. It also expects to return ex-CANADIAN NATIONAL 2-6-0 #89 to service this year (470 Railroad Club).....Another plant closing on its line has forced BLACK RIVER & WESTERN to put up the "for sale" sign again (Mohawk & Hudson Chapter Call Board).....Rail Tours, Inc. hopes to have ex-CANADIAN PACIFIC 4-6-0 #1098 in service by this summer on its Jim Thorpe (PA) tourist operation. Meanwhile, Hawk Mountain Chapter's ex-Jersey Central RS3 #1554 will do the honors starting May 21 (Tri-State Chapter Block Line).NEW HOPE & IVYLAND is parking GE 44-tonner #400 at Ivyland for occasional switching work in that area.

The long labor dispute between GUILFORD and the union representing its SPRINGFIELD TERMINAL employees will go to binding arbitration.....It appears highly unlikely that K4s #1361 will appear at the NRHS "Garden State in '88" convention.....Chapter Member Neil Weinberg is the new president of Lackawanna & Wyoming Valley Chapter.....Ross Rowland's two steam locomotives, #614 and #2100, remain stored in the CSX roundhouse at Hagerstown, MD. Reportedly, the planned move of the engines to Michigan has been put on hold, but CSX still wants to tear down the building. An ad which ran in a recent C. P. Huntington Chapter newsletter read: "WANTED! \$200,000 investor to play with 800,000 lb. steam locomotive. Call Bill Benson (a Rowland partner) at 216-867-5361."

Reading Company T&H Society members started up their ex-Reading Alco C630 diesel late last month, and were surprised that it ran well after winter storage. The big yellow and green unit will see fantrip duty later this year.....SHORE FAST LINE, with its recent acquisitions of ex-Jersey Central Southern branch trackage between Winslow Junction and Vineland, NJ, will soon be operating over 60 miles of railroad (including NJT-AMTRAK's Atlantic City mainline).....FRA last month released a safety audit of CSX's Baltimore Division between Washington and Pittsburgh. While saying that its mainline trackage — scene of several derailments in the past year — is in generally excellent condition, CSX was faulted for having too few maintenance of way employees, some of whom appeared to be inadequately trained.....Buckingham Valley's ex-Red Arrow center door car #76, after years of restoration work, is expected to enter Delaware Avenue service this year on a limited basis. A full complement of rattan-covered seats has not yet been installed.

MEMBERS' NEWS COLUMNIST NEEDED FOR "CINDERS"

Your editor would like to begin a monthly column devoted to news of Chapter members' activities, but he has no time to write it himself.

Any local member or members interested in writing a bylined column of this nature should contact Editor Larry Eastwood at the address shown on the masthead, or telephone him at 215-947-5769 (leave a message on the machine).

HANDY GUIDE TO MAINLINE STEAM LOCOMOTIVES

Again this year, Cinders presents its annual survey of steam locomotives recently operated or intended to operate on mainline railroads in the United States and Canada. This information is drawn from a wide variety of sources and its accuracy cannot be guaranteed.

LOCOMOTIVE NUMBER	WHEEL ARRANGEMENT	BUILT FOR	PRESENT OWNER	PRESENT LOCATION	STATUS
39	4-6-0	LIRR	Steam Locomotive 39 Committee	Riverhead, NY	Under restoration for several years. Owners hope to operate on LIRR
152	4-6-2	L&N	Kentucky Ry. Museum	Louisville, KY	Ran several excursions on CSX and NS last year. Excursions planned on CSX, TTI this season.
290	4-6-2	A&WP	Atlanta Chapter NRHS	Atlanta, GA	Restored engine may debut on "New Georgia RR" excursions this year in Atlanta area.
425	4-6-2	GM&N	Blue Mountain & Reading RR	Reading, PA	Damaged in grade crossing accident last year. Use on mainline excursions not expected until fall.
587	2-8-2	LE&W	Indiana Transportation Museum	Beech Grove, IN	Restoration nearly complete. Excursions planned this year.
611	4-8-4	N&W	City of Roanoke, VA	Birmingham, AL	Operated with 1218 at 1987 NRHS Roanoke convention, then sent to Birmingham for five-year overhaul. Will return to NS service in September.
614	4-8-4	C&O	2100 Corp.	Hagerstown, MD	In storage since 1985. May be moved to Michigan for excursion use.
643	2-10-4	B&LE	Glenn E. Campbell	Pittsburgh, PA	After four years of restoration, huge loco was steamed last December. Test runs planned.
700	4-8-4	SP&S	City of Portland, OR	Portland, OR	Restoration in progress. Engine was towed by 4449 to Union Station Railfair last fall.
745	2-8-2	SP	Old Kenner Railway Assn.	Kenner, LA	Restoration begun.
750	4-6-2	FEC	Atlanta Chapter NRHS	Atlanta, GA	In service on "New Georgia RR" excursions in Atlanta area. Appeared last year in movie "Biloxi Blues."
765	2-8-4	NKP	Fort Wayne RR Historical Society	New Haven, IN	Operated on CSX and NS in 1987. Will star at this year's NRHS convention and on several CR, CSX and NS excursions.
819	4-8-4	SSW	City of Pine Bluff, AR	Pine Bluff, AR	Restored by Cotton Belt Rail Historical Society. Ran one excursion last year on SSW and just one trip is set in 1988.
1201	4-6-2	CP	National Museum of Science & Technology	Ottawa, Ont.	Operated occasional trips in 1987. Museum plans to resume excursions to Wakefield, Que. by next year.
1218	2-6-6-4	N&W	Norfolk Southern Corp.	In service on NS	Co-starred at 1987 NRHS convention with 611. Will be principal NS excursion power this season.
1223	4-4-0	PRR	RR Museum of Pennsylvania	Strasburg, PA	Operated specials on AMTK/CR in 1986 with 7002 but no mainline trips planned this year.
1225	2-8-4	PM	Michigan State Trust for Ry. Preservation	Owosso, MI	Steamed up in 1986. Test runs hoped for this year.
1355	4-6-2	GN	City of Sioux City, IA	Sioux City, IA	Under restoration by Siouxland Historical RR Assn.
1361	4-6-2	PRR	City of Altoona, PA	Altoona, PA	Operated several excursions last year on N&BE. May appear at 1988 NRHS convention and elsewhere.
1385	4-6-0	C&NW	Mid-Continent Ry. Museum	North Freedom, WI	Ran specials on C&NW last year. Plans uncertain for this season.
1522	4-8-2	SLSF	National Museum of Transport	Kirkwood, MO	Test steam-up made last year at National Museum of Transport. May run trips on NS out of St. Louis.
2100	4-8-4	RDG	2100 Corp.	Hagerstown, MD	Restoration nearly complete. Reported move to Michigan for excursion use in doubt.
2102	4-8-4	RDG	Blue Mountain & Reading RR	Hamburg, PA	Ran excursions on CR, NJT last year. Several long-haul specials planned in 1988.
2467	4-6-2	SP	Project 2467	Oakland, CA	Restoration underway. May be moved to Napa Valley RR.
2472	4-6-2	SP	Project 2472	San Mateo, CA	Restoration underway.
2700	2-8-4	C&O	2700 Preservation & Restoration Society	Canton, OH	Moved in 1986 from display location at St. Albans, WV. To be restored by Silver Throttle Engine Assn. & Museum.
2716	2-8-4	C&O	Kentucky Ry. Museum	Birmingham, AL	Leased by NS. Future uncertain.
2789	2-8-4	C&O	City of Peru, IN	Peru, IN	Restoration planned by Miami County Steam Loco Assn. To be moved to Monterey, IN.
2860	4-6-4	CP	Province of British Columbia	North Vancouver, B.C.	"Royal Hudson" will again operate BCR excursions this year.
2921	4-8-4	ATSF	City of Modesto, CA	Modesto, CA	Restoration underway.

(Continued on Page 16)

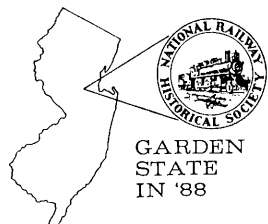
HANDY GUIDE TO MAINLINE STEAM LOCOMOTIVES (Continued from Page 15)

LOCOMOTIVE NUMBER	WHEEL ARRANGEMENT	BUILT FOR	PRESENT OWNER	PRESENT LOCATION	STATUS
3001	4-8-2	NYC	Lake Shore RR Historical Foundation	Elkhart, IN	LSRHF plans to restore.
3716	2-8-0	CP	Province of British Columbia	North Vancouver, B.C.	Operated BCR excursions in 1986 but will serve this year in backup role to 2860.
3751	4-8-4	ATSF	City of San Bernardino, CA	Fontana, CA	Restoration underway by San Bernardino RR Historical Society.
3985	4-6-6-4	UP	Union Pacific	Cheyenne, WY	Coal burner still active with one excursion set on UP this year.
4070	2-8-2	GTW	Midwest Ry. Historical Foundation (NRHS)	Cleveland, OH	Did not operate on Cuyahoga Valley excursions last year but plans progressing for this season, following CSX sale of Cleveland-Akron line to National Park Service.
4449	4-8-4	SP	City of Portland, OR	Portland, OR	Appeared at Portland Union Station Railfair last fall, but no announced plans for 1988.
4501	2-8-2	SOU	Tennessee Valley RR Museum	Chattanooga, TN	Third engine in NS excursion stable. To be restored by TVRM.
6060	4-8-2	CN	Province of Alberta	North Vancouver, B.C.	Restoration begun for possible excursion use out of Vancouver.
6325	4-8-4	GTW	6325 Turntable	Battle Creek, MI	Restoration in progress.
7002	4-4-2	PRR	RR Museum of Pennsylvania	Strasburg, PA	Used on excursions with 1223 in 1986 but will be confined to SRC this season.
8444	4-8-4	UP	Union Pacific	Cheyenne, WY	Premier UP excursion loco. Scheduled for two fantrips this year, after 1987 repainting into two-tone gray.

KEY TO RAILROAD ABBREVIATIONS:

A&WP - Atlanta & West Point Rail Road
 AMTK - National Railroad Passenger Corp. (Amtrak)
 ATSF - Atchison, Topeka & Santa Fe Railway
 B&LE - Bessemer & Lake Erie Railroad
 BCR - British Columbia Rail
 BM&R - Blue Mountain & Reading Railroad
 C&NW - Chicago & North Western Railway
 C&O - Chesapeake & Ohio Railway
 CN - Canadian National Railways
 CP - Canadian Pacific Railway
 CR - Consolidated Rail Corp.
 FEC - Florida East Coast Railway
 GM&N - Gulf, Mobile & Northern Railroad
 GN - Great Northern Railway
 GTW - Grand Trunk Western Railroad
 L&N - Louisville & Nashville Railroad
 LE&W - Lake Erie & Western Railroad

LIRR - Long Island Rail Road
 N&BE - Nittany & Bald Eagle Railroad
 N&W - Norfolk & Western Railway
 NJT - New Jersey Transit Rail Operations
 NKP - Nickel Plate Road
 NS - Norfolk Southern Corp. (N&W and SOU Railways)
 NYC - New York Central System
 PM - Pere Marquette Railway
 PRR - Pennsylvania Railroad
 RDG - Reading Company
 SLSF - St. Louis-San Francisco Railway
 SOU - Southern Railway System
 SP - Southern Pacific Company
 SP&S - Spokane, Portland & Seattle Railway
 SRC - Strasburg Rail Road
 SSW - St. Louis Southwestern Railway
 TTI - Transkentucky Transportation Railroad
 UP - Union Pacific Railroad



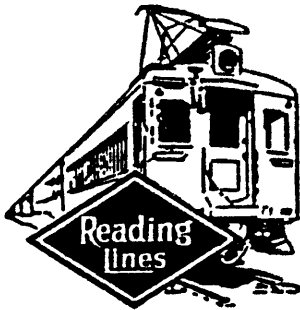
"GARDEN STATE IN '88" CONVENTION TO FEATURE FIVE STEAM TRIPS

Tri-State Chapter, sponsors of this summer's "Garden State in '88" NRHS convention, sent its final brochure to the printer on April 4 and expects to have it in the mail to all members by the middle of this month.

Headquartered in Somerset, NJ from July 27 to July 31, with pre-convention activities starting July 23, the national gathering will feature five major steam excursions with ex-Nickel Plate 2-8-4 #765 and a modern train supplied by the Fort Wayne Railroad Historical Society. Four of the trips will begin at NJ Transit's nearby Bound Brook station and will operate over Conrail's mainline to Jim Thorpe, Temple (twice) and Harrisburg, PA. A fifth steam trip will operate from NJT's Hoboken Terminal to Port Jervis, NY via the former Erie mainline.

Other mainline excursions include: two circle trips from Passaic Junction to Warwick, NY and return via Susquehanna and Conrail, using two of NYS&W's famed yellow and black diesels; two tours from Bound Brook to Selkirk, NY and return via Conrail's scenic River Line through the Hudson Valley behind Morristown & Erie Alcos; and a diesel-powered trip over Conrail's little-traveled Amboy secondary track west of South Amboy, NJ. Harbor cruises, traction tours, the annual banquet and many other events will stud a very busy convention calendar.

Further information may be obtained by writing: Tri-State Chapter NRHS, P. O. Box 1217, Morristown, NJ 07960-1217, the same address where registration forms and ticket orders should be sent.



SPRINGTIME SEPTA BLUELINER TRIP

sponsored by
Philadelphia Chapter
National Railway Historical Society



Sunday, June 5, 1988



Philadelphia Chapter, NRHS cordially invites you to participate in another of our continuing series of excursions utilizing SEPTA's former Reading Company "Blueliner" electric MU cars, built by Bethlehem Shipbuilding in 1931-1932.

The excursion will originate at Philadelphia's 30th Street Station (Upper Level) at 10:20 AM, and will cover the former Reading and Pennsylvania Chestnut Hill (East and West) lines, the Airport Line and the Amtrak mainline to Downingtown.

A three-car train of the refurbished cars, in the current red-white-blue-gray paint scheme will be used. These cars, the last open-window commuter cars in the United States, will allow the traction enthusiast the opportunity to enjoy traction sounds in the warm late spring air.

Numerous photo stops and movie runbys will be made, operating conditions permitting. A lunch and rest stop will be made at Philadelphia International Airport. In addition, considerable high-speed running is expected on the trip.

Current information from SEPTA indicates to the Chapter that, as these cars come due for major repairs, they may be removed from service, thus limiting future availability of these venerable cars to us. We urge you to take this opportunity to enjoy an excursion while we are able to operate it.

Further information on this trip may be obtained evenings between 7 and 9 PM from 215-947-5769 or 215-828-0706.

Join Philadelphia Chapter as we ride the Blueliners once again!

Return to Philadelphia (30th Street Station) is expected about 5 PM.

Ticket Agent
Philadelphia Chapter
National Railway Historical Society
P. O. Box 7302
Philadelphia, PA 19101-7302

Gentlemen:

Please send me _____ tickets at \$20.00 each for your Sunday, June 5, 1988 SEPTA Blue-
liner excursion originating at 30th Street Station (Upper Level) at 10:20 AM. I have
enclosed \$_____. payable to PHILADELPHIA CHAPTER, NRHS for my tickets, and have included
a stamped, self-addressed envelope for the return.

Name _____

Address _____

City _____ State _____ ZIP Code _____

Telephone: Area Code _____ - _____ - _____

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