

# CINDERS

December 1988



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Volume 49

Newsletter of the

Number 11

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

## OUR MEETING:

FRIDAY, DECEMBER 9, 1988

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

Dinner at 6:00 PM in the Club Dining Room (\$13 per person)

Meeting at 7:30 PM in the Club Dining Room (NOTE LOCATION!)



Our December 9, 1988 meeting will feature a narrated slide lecture on the work of famed Rail Artist Grif Teller, noted for his outstanding Pennsylvania Railroad calendars over the years. The program has been put together by Lancaster Chapter Member Ken Murry.

As an added attraction, we expect that Mr. Teller will be on hand to greet members at this meeting, which will feature a display of a number of his original paintings which are privately owned. We invite you to not miss this extraordinary opportunity to view these fine works and meet Mr. Teller at the same time.

The evening will begin with our usual sit-down dinner in the Engineers' Club Dining Room, 1317 Spruce Street, downtown Philadelphia, beginning at 6 PM (\$13 per person). MANDATORY ADVANCE RESERVATIONS MUST BE MADE ON OR BEFORE WEDNESDAY, DECEMBER 7, 1988 to President Tatnall at 215-828-0706.

Come and celebrate the Holiday Season with Philadelphia Chapter as we enjoy Pennsylvania Railroad art from the brush of Grif Teller.

Our Chapter bookstore will also be open, offering books for gifts and your own personal library.



Suddenly, it seems, the Holiday Season has rolled around again. Soon we will be exchanging cards and gifts, reuniting with family members and--perhaps most important--taking time to reflect upon the true meaning of these happy days.

It's also worth considering the value of the friendships that we have developed over the years, most especially with those who share the bond of railroading as a hobby or a consuming passion. But we should resolve to apply the spirit of this joyous season to all of our relationships throughout the coming year.

We join in wishing all Chapter members, friends and their families a very Merry Christmas, a Happy Hanukkah and a prosperous New Year.

FRANK G. TATNALL  
President

LARRY EASTWOOD  
Editor

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

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Historian.....Larry DeYoung  
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.

ANNUAL MEMBERSHIP DUES: \$22.00 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.

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## READING BLUE SPECIAL IS SUCCESSFUL DESPITE RAINY DAY

Nearly 200 passengers crowded aboard Philadelphia Chapter's annual fall Blueliner excursion on Saturday, November 5, for a tour of four ex-Reading lines now operated by SEPTA.



Leaving 30th Street promptly at 10:05 on a cloudy but mild morning, the four-car train consisted of #9115, 9129, 9125 and 9135, the latter still painted in the Reading blue-and-white scheme with diamond logos. The 9135 is the last active car still wearing the Reading colors, and #9129 is the last in the intermediate SEPTA scheme. With these exceptions, all of the remaining Blues are painted in the current red-white-and-blue SEPTA design with narrow stripe below the belt rail and gray window area, the result of a recent upgrading carried out in General Electric's North Philadelphia shops.

Signal delays and a train ahead caused a late arrival at Chestnut Hill East station, but by this time the rain had begun which tended to inhibit some of the photographers. Another photo stop was held at the restored Gravers station, a historic gem designed by noted Philadelphia Architect Frank Furness. Then the special reversed direction at Wayne Junction and proceeded to Jenkintown for another photo opportunity. From there the train proceeded up the former New York branch to Neshaminy Falls where a northbound Conrail coal train clattered past on adjacent Track 4 as Engineer and Chapter Member Larry Ryan transferred his control handle to the opposite end of the train. The rain mercifully let up during a later stop at Bethayres, as Conductor George Ether, a Reading veteran in authentic uniform, posed beside car 9135. A fast run brought the train back to 30th Street 40 minutes late for a scheduled lunch break.

In the afternoon, with the rain continuing, the special again roared through the center city tunnel and proceeded to Fox Chase station. Reversing back to Newtown Junction for another change in direction, the train made a quick stop at Glenside before Engineer Ryan was able to make a sustained speed run for the first time all day enroute to Lansdale. After a 20-minute stop at that original Philadelphia & Reading station, the special ran at continuous track speed for the 13.4 miles to Jenkintown as passengers savored the nostalgic "traction noises" of the 1932-vintage cars. After a brief pause at Jenkintown the train returned to 30th Street half an hour past the advertised 4:50 PM arrival as the darkness of standard time descended.

In spite of the inclement weather all four of the elderly cars performed flawlessly throughout the day. The two-man crew likewise turned in another fine job, as is the custom on Philadelphia Chapter fantrips. Among those present on the train were a large delegation from the Reading Company Technical & Historical Society and members of the Pottstown & Reading Chapter, most of them from the Reading area. A group from Harrisburg Chapter also caught up with the train at Wayne Junction during the morning. Philadelphia Chapter wishes to thank them and all the other passengers for making the trip a success. Thanks are also extended to SEPTA and the people of Regional Rail who made the excursion possible.

The following day, by contrast, was a bright and sunny Sunday with springlike temperatures. Buckingham Valley Trolley Association operated the second half of this "all-traction weekend," consisting of a special trip with two Bullet cars on SEPTA's Norristown High Speed Line in the morning and a two-car train of Kawasaki-built trolleys covering the Media and Sharon Hill routes in the afternoon. Chapter Member George Metz arranged both excursions for BVTA.

## DEYOUNG IS NAMED CHAPTER HISTORIAN

Larry DeYoung has been appointed as historian of Philadelphia Chapter, the first time in several years that this position has been filled. Larry, who is executive representative for Conrail, is a past president of the Erie Lackawanna Historical Society. He is a resident of Ambler, PA.

The historian's duties include the preparation of historical material about area railroad and transit operations, and past activities of the Chapter.



Amtrak issued a special Thanksgiving Northeast Corridor schedule in plenty of time to allow passengers to plan their peak holiday travel. As in the previous two seasons when such schedules were issued, a brown color differentiates the form, which is laid out like the regular Corridor schedules.

A summary of the schedule enhancements noted the addition of two Boston-Washington, a Boston-Philadelphia, a Philadelphia-Washington and a Washington-New York train on Tuesday, November 22. On Wednesday, November 23, six New York-Washington, one New York-Philadelphia, one New Haven-Philadelphia, two Boston-Washington, five Washington-New York, one Philadelphia-New Haven, three Philadelphia-New York, one Baltimore-New York, one Washington-New Haven and two Washington-Boston additional trips were noted.

On Thanksgiving Day itself, Thursday, November 24, three New York-Washington and one Washington-New York trips were added, while one New York-Philadelphia, one Boston-Washington, eight southbound and northbound Metroliners and three Philadelphia-New York trips were deleted. Similarly, Friday, November 25 found two New York-Washington and five Washington-New York trains scratched, as well as all Metroliners except two.

As the big weekend neared, however, two New York-Philadelphia, three Philadelphia-New York, one Washington-Boston and one Washington-New York Metroliner would be added on Saturday, November 26, and on Sunday, November 27, Amtrak would add four New York-Washington, three New York-Philadelphia, one New York-Baltimore, one Boston-New York, two Boston-New Haven, one Boston-Washington, one New Haven-Washington, eight Washington-New York, two Philadelphia-New York, one Philadelphia-New Haven, two New Haven-Boston and one Washington-Boston trip, for a total of 27 additional one-way trips.

We'll report on what operated, equipment-wise, in our January column.

Operating considerations impose certain consist limits on various Amtrak trains. Some of the long-distance trains in our area are subject to the following restrictions: Trains 19-20-Crescent are limited to 18 cars with two locomotives and 10 cars with one unit, with a maximum of three diners and/or lounges. Trains 29 and 30-Capitol Limited are limited to 19 cars with two units and 10 cars with one. A special consideration for Trains 40 and 41-Broadway Limited finds a maximum of 19 cars for two units, again with a maximum of three diners and/or lounges. Also, F40's 200-229 are restricted from use on this train. On Trains 50 and 51-Cardinal, 18 cars is the limit for two units and 10 cars for one. Trains 81 and 82-Silver Star and 87 and 88-Silver Meteor are unrestricted with two units, but limited to 10 cars with one unit. However, there is a performance allowance if the train is more than 16 cars, as CSX operates under an incentive contract for these trains.

On Northeast Corridor trains, one AEM-7 is permitted to haul no more than seven Amfleet cars when in Metroliner Service and 10 cars on normal trains. Two AEM-7's are permitted up to 14 Amfleet cars. An E60 has no length restrictions. In Empire Service operations, one FL9 or F40 is limited to nine cars, while two FL9's or F40's can haul up to 13 cars, with 18 cars being the outside on newer F40's.

The schedule for Amfleet overhauls between October 1988 and September 1989 is 150 cars or roughly three cars per week. Fifty of the cars will be Amfleet II (40 coaches and 10 lounges), with the remaining 100 being Amfleet I cars of various types. Included in this group will be 27 Metroliner Service cars receiving their first overhaul since they were originally upgraded.

Amtrak transferred 12 cars to Conrail, ten of them coaches and two 16-4 sleepers, which are covered in a separate article elsewhere in this issue.

Amtrak is working with American Airlines on a yield management system to control coach inventories of reserved seat trains. The idea, borrowed from the airlines, is to adjust the number of discount seats (making more available in periods of low demand and less when demand is high, thus enhancing revenues).

The two new F69PH units due next March will feature a new carbody design, as well as mechanical changes. A new solid-state HEP converter replaces the mechanical converter, resulting in a quieter engine. The cab will feature many comfort enhancements, as well.

October saw the completion of the San Diego control car program with the release of car 9639. Now, Wilmington will need to get at least four (of six planned conversions) out by next May to allow the introduction of Atlantic City service.

(Continued on Page 4)

## ON THE SCENE (Continued from Page 3)

The exact configuration of the new order for a second 50 Bombardier cars has not yet been established. Presumably, the number of food service cars will be based on any plans for converting club cars or cafe cars to other configurations. For example, several years ago, several Amcafes were converted to Amdinettes, and "half clubs" have been converted to "full clubs" in the past.

VIA Rail Canada announced details of the first phase of its HEP program, with the 157 stainless steel cars being converted from: 28 coaches (100-129, except 114, 128); 20 Skyline domes (500-521, except 508, 513); 15 baggage cars (600-618, except 603, 611, 614, 617); 29 Chateau-series sleepers; 42 Manor-series sleepers; 11 dining cars (16501-16518, except 16503, 16505, 16510-16512, 16516 and 16518); 12 Park-series dome-observations (except 15505 and six cars to remain "steam" cars as noted below). It should be noted that most missing cars have been written off. Also, five cars have been purchased recently from U.S. sources, they being Skyline cars 518-521 (ex-Amtrak 9814, ex-D&RGW 1140, ex-Amtrak 9472, ex-Amtrak 9474, respectively), one baggage car, 619 (ex-Rock Island 854), and one Park-series, 15519 (ex-D&RGW 1145-Silver Sky).

Ten of the former Canadian Budd-built cars will remain steam-heated for service to the Maritimes, they being: diners 16510-Frontenac, 16511-Imperial, 16512-Kent and 16518-York, and dome-observations 15501-Algonquin Park, 15506-Glacier Park, 15507-Kokanee Park, 15509-Laurentide Park, 15517-Tweedsmuir Park and 15518-Yoho Park.

The first complete trainset is due in June 1989, and the entire fleet completed by March 1992. As part of the program, the cars will receive public address systems, the Mural lounge in the Park-series cars will sport televisions and a shower will replace a section in each sleeper. All 15 baggage cars, plus two carbon steel cars in phase two will have about 25 feet converted to a galley and snack bar for take-out service for the use of coach passengers.

NJ Transit operates at least five locomotive-hauled trains to Long Branch behind E60's, running up to nine cars. The newly-delivered club-coach, 5759, is on Train 3329, leaving Newark at 5:31 PM. Three diesel-hauled trains operate to Trenton "under the wires", and they are easily identified in the schedules because they originate at Newark rather than Penn Station in New York.

To provide additional capacity, NJT has beefed up the fleet acquired from Bombardier several years ago with at least 20 newer cars (some brand new, in fact) and at least 24 of the 30 former Jersey Arrows (now converted to coaches 5220-5234 and cabs 5155-5169).

The new Long Branch electrification is fully reverse-signalled with color-light signals arranged in a triangular fashion (similar to the Reading) except that the green signal is at the top right whereas the green is at the top left on the Reading.

In transit items, Montreal has plans for expansion of its Metro system, but conflicting plans have been advanced by the Quebec Ministry of Transport and the Montreal Transport Commission. Both plans, however, favor extensions to the northeast.

PATH is now operating eight-car consists on its World Trade Center-Newark line. I noted 17 sets on a recent afternoon rush, including 42 of the new PA4-class cars.

NJ Transit has resumed repainting of the Newark subway PCC cars, with cars 1, 9 and 16 still in the old Bicentennial scheme. The cars most recently repainted can be identified by a different-style number.

Baltimore will soon begin construction to the east of the present Charles Center terminal to Shot Tower and Johns Hopkins Medical Center, but opening is not set until mid-1994.

I watched SEPTA's Market-Frankford Line a number of times this fall, and have seen six single cars and 24 pairs (total 54 cars) with the "Blue Line" stripe. However, even many of the cars considered active did not turn up so it's conceivable other cars may have received this treatment, as well.

## AMTRAK'S "EMPIRE BUILDER" FEATURED ON 1989 WALL CALENDAR

A full-color painting of the Superliner-equipped Empire Builder passing through Glacier National Park tops the 1989 wall calendar now offered by Amtrak. The painting is the most recent in a series produced for Amtrak by Rail Artist Gil Reid, whose work has been featured on the calendars for the past 17 years.

The Empire Builder, a luxury train inaugurated by the Great Northern Railway in 1929, connects Chicago with Portland and Seattle via the most northerly rail route in the U.S., now a part of the Burlington Northern.

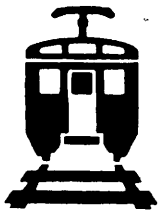
The year-at-a-glance calendar measures 23-1/2 x 33-1/2 inches, making it an ideal wall decoration for home or office. Copies may be ordered for \$5 each, two for \$9, three for \$12 or four for \$14 by sending check or money order to: Amtrak Calendar, P. O. Box 7717, Itasca, IL 60143. Greater discounts are available for quantities up to 25, and calendars for the years 1980 through 1988 may also be ordered for \$2 each.

# PHILADELPHIA EXPRESS



## FRANK G. TATNALL, JR.

After months of delay SEPTA expects to open its \$16.5-million Frazer Maintenance Facility on December 5. Having moved all seven of the Bombardier push-pull sets to Frazer the previous weekend, SEPTA will begin operating four of the trains out of Downingtown while holding the other three in reserve. When a systemwide timetable change is made — possibly as soon as December 12 — six of the "Bomb" trains will be assigned to Downingtown service and one held as a spare. SEPTA will supervise the new Frazer facility with a shop manager but Bombardier personnel will maintain the equipment under a \$2.5-million contract extending until January 1, 1990. SEPTA carmen will be on duty to inspect the 35 cars and seven AEM-7 locomotives.



The rebuilt Warminster Line will also reopen on December 12. While new ties and welded rail have been installed over the 6.5 miles between Glenside and Hatboro, allowing a speedup in train schedules, the promised second track at Willow Grove station has not been completed..... In spite of a reported dispute between SEPTA, AMTRAK and the Delaware Department of Transportation, SEPTA still plans to begin weekday commuter service to Wilmington on January 16.....SEPTA has signed a \$2-million contract with Harmon Industries for 217 sets of Ultra-Cab 100 cab signal and train control equipment. This purchase is needed to comply with a Federal Railroad Administration ruling that all trains operating on the Northeast Corridor be equipped with automatic train control by April 1, 1990.

SEPTA had said that Philadelphia Chapter's November 5 Blueliner excursion would be the last revenue runs for cars 9129 and 9135, but both were again pressed into regular service beginning November 17. The 9135 is the last active car still sporting the Reading blue-and-white paint scheme.....SEPTA leased 28 Silverliner IV cars to AMTRAK for the super-busy Thanksgiving weekend.....Many Silverliner IV's now display stickers attesting that they have completed SEPTA's preventative maintenance program.....SEPTA has finally signed a contract with the Brotherhood of Locomotive Engineers, the last Regional Rail union to come to terms.

A late-evening fire on November 14 gutted SEPTA's little-used Nicetown station in North Philadelphia. ....In spite of the removal of the diamonds at Ayres (see November Cinders), West Trenton trains still must slow in this area until signal repairs are completed.....Construction should begin in 1989 on the proposed \$6-million University City rail station near the Civic Center in West Philadelphia. Airport, Marcus Hook-Wilmington and Media-Elwyn trains will stop there.....Delaware Valley Rail Passenger reports that Lansdale Borough will lease the SEPTA station and railyard as part of a downtown redevelopment plan. Some 400 additional parking spaces would be built.....OCTORARO RAILWAY has filed a petition with the Interstate Commerce Commission to acquire 37 miles of SEPTA-owned line between Wawa and Sylmar, PA (see November Cinders). This is the former PRR Octoraro branch which was acquired by SEPTA in 1976.

## NJ TRANSIT

NJ TRANSIT has named George Warrington as vice president and general manager of its rail operations, succeeding Alan G. Dustin who took early retirement (see October Cinders). Warrington formerly had been in an administrative capacity with NJT.....Ridership on NJT's seven rail lines declined by 3.4 percent in July, August and September of 1988 compared with the same period a year ago, and bus ridership dropped by one percent, NJT reported last month. The decline, which began in April, reversed the sharp increase in patronage which brought a 40-percent growth in the number of NJT passengers over the past four years.

NJ TRANSIT is considering the operation of daily passenger runs between North Jersey and Atlantic City, when service to the casino resort begins sometime next year.....NJT expects to receive \$121 million in capital funding from Uncle Sam during Fiscal Year 1989, a slight decrease from 1988. Operating funds will remain stable with about \$38.5 million in Federal assistance (NJT Inside Track).....The Wall Street Journal on November 11 carried a feature article on a proposed "hostile takeover" of NJ TRANSIT's Princeton-Princeton Junction service. A 47-year-old Princeton businessman named Rodney A. Fisk wants to buy the 2.8-mile branch for \$10, equip it with a low-cost railbus and run the "Dinky" at a profit. NJT's board has yet to consider the scheme.

Here's an update on AMTRAK's project to restore passenger service to Atlantic City in 1989, courtesy of West Jersey Chapter's Crew Caller. Private contractors in mid-August completed the refurbishing of the Beach Thorofare bridge piers at Atlantic City. By the end of September the fixed spans on the north side of the channel were in place and by mid-October ties were being installed on these spans. The concrete block walls for the Atlantic City station, begun in August, were nearly complete in October, as concrete bases for the northern half of the platforms were being poured.

## PHILADELPHIA EXPRESS (Continued from Page 5)



Despite a reported shortage of manpower and equipment, progress is also being made on rebuilding the 60-mile railroad from Philadelphia to the shore resort. Most of Hammonton yard was removed in September to make way for a new NJ TRANSIT station, forcing SHORE FAST LINE to relocate its base of operations to Winslow Junction. Its three U30B's and one SW1200 are now stored there and SFL has leased office space from AMTRAK in a combine moved from Berlin. SFL service to Pleasantville has been disrupted for up to a week at a time as Amtrak crews rebuilt the grade crossings in Hammonton. By early October the passing siding at Fisher had been surfaced and the siding at Lucaston was installed but not yet surfaced.

CONRAIL crews replaced the two remote-controlled switches at "Jersey," the east end of the Delair bridge. Tie replacement and surfacing has been completed between "Shore" tower, Frankford Junction, and the west end of the bridge viaduct, but trackwork must still be done on the three miles of line from the bridge to "Jordan" switch at Pennsauken. New ties have been placed along the NJT-owned track from "Jordan" to the point where AMTRAK's Track Laying Machine stopped last year about half a mile south. Lengths of welded rail were deposited here late last spring.

NJT awarded bids in October for station work at Absecon, Egg Harbor, Hammonton, Berlin-Atco and Lindenwold. No decision has been made concerning the proposed station at Garden State Park in Cherry Hill, because of a disagreement between the Park management and the railroads.

While AMTRAK received \$584 million in Federal funding for Fiscal Year 1989 (plus \$19.6 million for Northeast Corridor projects), NARP says that the budget proposal for FY 1990 will include only \$400 million for Amtrak. One way the Reagan budgeteers suggest that Amtrak cut its costs is to drop its participation in the Federal Employers' Liability Act (FELA), an 80-year-old fault-based system for compensating injured workers. Amtrak itself is backing this proposal, estimating that its current annual payout of \$34 million could be cut in half if FELA were replaced by state workers' compensation coverage--a change which requires Congressional action. Most non-rail companies are subject only to the state compensation laws.

AMTRAK's fourth new AEM-7, #950, was placed in service during the third week of November..... AMTRAK has closed "County" tower at New Brunswick, its interlocking now controlled from "Midway." "Portal" block station, six miles from New York's Penn Station, has also been closed. This interlocking is now controlled from "A" tower at Penn Station (Jersey Central Chapter News).....A man with a two-foot-long machete climbed into an AMTRAK AEM-7 just after the northbound train had left Baltimore on November 3. The engineer stopped the train and leaped from the cab, as the intruder blasted the horn. Finally, police subdued the man, who had apparently jumped aboard the rear of the locomotive as it left Baltimore station.

Plans were announced last month for a \$14-million project to develop North Philadelphia station into a retail shopping center. About \$6 million will come from AMTRAK, the U.S. DOT, State and City agencies, while another \$8 million will be invested by Kode Development Associates, which has already built seven other retail complexes in Philadelphia. Mayor Goode and Congressman William H. Gray III were among the dignitaries appearing at the November 2 ceremony in the now-decrepit station built by PRR in 1901.....AMTRAK has issued a colorful folder describing the redeveloped Washington Union Station, which was reopened in September after a \$160-million restoration effort.

AMTRAK's 1988 fiscal year which ended September 30 was its best so far in terms of ridership and financial performance. The system carried 21.5 million riders, breaking the record of 21.4 million set in 1979, and revenues of \$1.1 billion also set a new record. The all-important revenue/cost ratio rose to 69 percent but deferred maintenance caused on-time performance to slip to 70 percent, the worst in eight years (Rail Travel News).....To help improve the quality of on-board services, AMTRAK has been providing 15 days of in-class training for new employees. All on-board employees will also be given two days of classroom training to review emergency procedures and customer service (Chicago Chapter Pioneer).....AMTRAK reports that consumer complaints jumped 15 percent in the fiscal year just ended. The #1 cause of complaint was delays, but other annoyances such as on board mice were also voiced (NARP).....To improve the quality of service, AMTRAK is considering the return of china dinnerware in its diners to replace the throwaway plastic items (Pioneer)..... AMTRAK is setting up assembly lines at its Beech Grove (IN) shop to help meet an annual goal of overhauling 85 Superliners and 100 Heritage cars. At Bear, DE 150 Amfleet cars will be overhauled each year, contributing to the objective of a major shopping every four years (NARP).

The body of AEM-7 #900, wrecked in the Chase, MD disaster of January 4, 1987, was shipped from Wilmington November 21 enroute to the Naporano scrapyard in Newark, NJ.....A mail container fell out of the open door of an AMTRAK material handling car November 1 as mail train #13 approached North Philadelphia station. The container was struck by AEM-7 #930 on train 86 but there was little damage reported.....Freight trains using the Northeast Corridor between 6 AM and 10 PM are required to carry cabooses because of potential delays if a train must be stopped for inspection (NARP).....On November 9 AMTRAK took over train and engine crews on the tri-weekly Sunset and Texas Eagle, leaving only the Cardinal between Washington and Chicago still operated by freight railroad personnel (Amtrak Newsbreak).....For the decade ending in 1987 (which included the wreck of the Colonial at Chase, MD) AMTRAK had 5.83 passenger fatalities per ten billion passenger miles versus 5.86 for major U.S. airlines (NARP).....An excellent memory piece on Philadelphia's Main Line district, and what it was like growing up along the PRR, appears in the Trains Magazine "Turntable" column for December. The column is by Inquirer Writer Art Carey, reprinted from an Inquirer Magazine of last January.

## PHILADELPHIA EXPRESS (Continued from Page 6)



SEPTA General Manager Louis J. Gambaccini has adopted a new strategy for dealing with the Authority's huge appetite for capital funds. According to an Inquirer report, Gambaccini has asked the U.S. Urban Mass Transportation Administration to spread the rebuilding of the 5.4-mile Frankford elevated over a 20-year period instead of ten years as now planned. Phase I of the el project, between Berks and Huntingdon stations, is about half finished but is expected to come in at least \$70 million over its estimated cost of \$127 million. Work will resume in March but UMTA is avoiding any commitment to fund the overrun. The agency also appears skeptical of SEPTA's 20-year proposal, but Gambaccini points out that this would not only lessen the impact on el passengers but also "free up \$300 to \$400 million for more critical concerns around the system." And it would give Gambaccini a major role in determining future capital spending priorities. Meanwhile, the SEPTA board last month tentatively approved a plan to borrow \$276 million from a tax-exempt financing body in Dauphin County. The loan is necessary, Gambaccini said, "because of the hand-to-mouth existence that SEPTA has had to live with since its creation 25 years ago."

SEPTA also revealed last month that it is facing an \$18-million deficit in its \$550-million operating budget for the current fiscal year. "As a final option," said SEPTA Treasurer James Archibald, "we may be forced to consider a midyear revenue enhancement" (translation: fare increase), but at the moment SEPTA is looking instead at additional cost-cutting measures and possible subsidy increases.....Completion of a regional plan for public transportation in southeastern Pennsylvania has been delayed for three months to February 1989. The consulting firm of Peat Marwick Main & Company is drafting the plan under sponsorship of the Delaware Valley Regional Planning Commission. A panel of top elected officials headed by Bucks County Commissioner Andrew L. Warren is overseeing the study.....Warren, 45, has been named as one of two Bucks County representatives on the SEPTA board, replacing James C. McHugh whose term had expired.....The State House Transportation Committee last month issued a report on its investigation of SEPTA, which was started in March 1987. The report suggests that the Legislature adopt a wait-and-see attitude toward SEPTA, to assess the results of the ongoing regional study as well as efforts of new General Manager Gambaccini to improve the system.

After installing larger anticlimbers on six of its seven pairs of ex-CHICAGO TRANSIT AUTHORITY cars, SEPTA returned the Bullet cars to weekday service on November 7. The Bullets had been prohibited from operating at the same time as the CTA cars since late last year when former General Manager William Stead said that the different heights of their anticlimbers could cause them to override in a collision. The Bullets are still holding down the weekend assignments.....The remaining Strafford cars have not been formally retired. As of late November, however, only #162 was available for service.....A scale model of the new Norristown High Speed Line cars was placed on display at 69th Street Terminal late in October. The last of the 26 new cars should be delivered by June 1991.....Ex-Red Arrow snow sweeper #4 has gone to the Arden Museum and sweeper #5 will be scrapped. P&W plow #10 is now the property of Railways to Yesterday and the Penn's Landing group took dump car 400.....Plans are being made for a three-car Bullet fantrip next spring, the first time that such a train has been run since the 1976 NRHS convention.

SEPTA has begun issuing its weekly and monthly passes with a magnetic strip for insertion in the new electronic turnstiles being installed at certain Market-Frankford and Broad Street Line stations. Already, 130 of a planned 400 such turnstiles have been installed by General Farebox, Inc. of Chicago at a cost of \$15,000 each. The devices, which also accept tokens, are part of SEPTA's plan to modernize its fare collection system and eventually allow the phasing out of many cashier positions.....Transport Workers Union Local 234 has served its initial contract demands on SEPTA, including a 30 percent wage increase over three years, a change in the retirement age from 65 to 50 and a boost in pension payments. General Manager Gambaccini sat in on the first bargaining session, saying that "there is no way that we can give all or most" of what the union is demanding. Local 234's present contract, which covers 5,600 SEPTA employees, expires next March 15.

Chapter Member Jimmy Sparkman was named "SEPTA Star Employee" for November in a new program to recognize outstanding employees.....Broad Street subway service was shut down between the Walnut-Locust and Pattison stations for 31 hours November 7-9 when a broken city water main at Snyder Avenue flooded the tunnel with more than four million gallons of water. A fleet of 50 shuttle buses was pressed into service during the shutdown.....The three-year project to rebuild Market Street between City Hall and Independence Mall was completed last month. The old traffic islands have been removed, the street repaved, the sidewalks widened and new bus shelters with matching lamp posts installed. On top of the \$12.2 million in public funds spent on the face lifting, a business group known as the Market Street East Improvement Association has put \$1.9 million into a fund to pay for a special team of street sweepers and other maintenance employees to keep the street looking shipshape.....Work is proceeding slowly on the delayed Norristown Transportation Center. The commuter rail parking lot has been repaved and construction continues on the new P&W platform and a stairway to the lot.


**CONRAIL**

The governors of Pennsylvania and New Jersey on November 2 announced an ambitious plan to revitalize the distressed Port of Philadelphia. The plan includes the construction of a rail container terminal on CONRAIL property adjacent to the Packer Avenue Marine Terminal in South Philadelphia, and the Daily News quoted a senior Conrail official as saying that "the door is open" for negotiations with the Delaware

River Port Authority. The same official, however, said that the railroad is "not amenable to having our competition in there", an apparent reference to CSX which already operates a waterfront railyard on Delaware Avenue.

## PHILADELPHIA EXPRESS (Continued from Page 7)

CONRAIL has said that it will make a decision before the end of the year on a location for its new corporate headquarters--either in Philadelphia or in the suburbs.....CONRAIL is equipping 100 of its locomotives with an automatic train control device known as the "Locomotive Speed Limiter," developed by Harmon Industries. This action is in response to an FRA order mandating train control equipment on all trains using the Northeast Corridor by April 1, 1990.....CONRAIL has equipped 635 road haul locomotives with on-board flange lubricators, and is now sponsoring tests at the Transportation Test Center, Pueblo, CO, to determine the best lubricant for the job (Modern Railroads).....CONRAIL will give its ex-NORFOLK SOUTHERN office car Pocahontas a new name: Boston. The 1911 Pullman-built car is currently being rebuilt at Reading.

The Franklin Institute in Philadelphia is renovating its popular Railroad Hall with a \$120,000 grant from CONRAIL. The hall has been little changed since it was completed in 1933 after delivery of massive Baldwin 4-10-2 steam locomotive #60000 via a temporary track laid from the nearby Baltimore & Ohio mainline.....Recent mergers in the West have changed the pecking order of the seven U.S. "super railroads." Government statistics quoted by U.S. Rail News show the following in terms of route miles: UNION PACIFIC 24,074; BURLINGTON NORTHERN 23,476; CSX 21,494; NORFOLK SOUTHERN 17,254; SOUTHERN PACIFIC (including RIO GRANDE) 15,046; CONRAIL 13,341; SANTA FE 11,709. CSX, however, was tops in 1987 revenue of \$4.6 million.....CONRAIL operated a ten-car special train from Philadelphia to Pittsburgh and return on November 17-18 for a group of investors. The train was headed by E8's #4020-4021.

A STRASBURG RAIL ROAD/Railroad Museum of Pennsylvania special train was operated to Gettysburg, PA and return last month to help commemorate the 125th anniversary of President Lincoln's Gettysburg Address. The train, consisting of ex-PRR 4-4-2 #7002, combine, two ex-Erie Lackawanna steel coaches, PRR P70 coach and wooden parlor car Marian, was towed by CONRAIL GP10 #7579 from Leaman Place to Wago, PA on November 18, then operated under its own steam from Wago to York via Conrail and on to Hanover via CSX. The next day it made the ceremonial trip to Gettysburg loaded with special guests and an actor portraying Lincoln, using part of the same route traveled by Lincoln's special train in 1863. After being towed to Wago that afternoon, the Museum-owned Atlantic hauled the train back to Leaman Place and into Strasburg. This was the second off-line outing for a Strasburg train in a month, 4-4-0 #1223 and three cars having journeyed to Seaford, DE on October 18 for a duPont Company ceremony.

CONRAIL has appealed a Federal court decision barring Conrail's claims against AMTRAK for damages resulting from the January 4, 1987 collision near Chase, MD. The judge had ruled that an agreement making Amtrak liable for claims "irrespective of any negligence or fault by Conrail" could not be enforced in this case because of evidence of gross and willful negligence on the part of the Conrail crew. Sixteen persons were killed and 175 injured in the accident.....CONRAIL on November 21 began operating over three miles of rebuilt former Jersey Central trackage between Greens Bridge, NJ and Easton, PA, allowing abandonment of the ex-Lehigh Valley bridge across the Delaware River at Easton in favor of the paralleling CNJ span which is in better condition. Conrail also uses the ex-Lehigh & Hudson River bridge just to the north.....CONRAIL has closed the Corning secondary track through the Grand Canyon of Pennsylvania in Tioga and Lycoming Counties.

Chapter Member Harry P. Albrecht has been awarded a plaque by the publishers of Model Railroader Magazine as the first person to subscribe to the new MR back in 1934 (Dick Adams).....The National Park Service has unveiled its timetable for establishing the Steamtown National Historic Site in Scranton. Rehabilitation work will begin next year and steam-only excursions to Moscow are promised by Memorial Day 1989. Ground-breaking for the new display facilities will occur in 1990 and near-completion of the park is scheduled for summer 1992. On October 7 NPS officially took title to the Steamtown property and Congress has appropriated \$9 million toward the estimated \$60 million total cost of the project. The October 29 auction of surplus Steamtown items brought in \$300,000 from the sale of 150 pieces, including three Canadian steam locomotives, three diesels and about 15 passenger cars (Lehigh Valley Chapter Lehigh Lines).

President-elect George Bush is expected to continue the Reagan Administration's opposition to re-regulation of the nation's freight railroads. The industry has battled recent attempts by certain bulk-commodity shippers to reimpose government rate regulation which was eased by the Staggers Rail Act of 1980 (AAR Rail News Update).....Wilson Railway Corp. of Des Moines, IA has secured a maintenance contract for USX's locomotive fleet used at the Fairless Works in Bucks County.....The Anthracite Railway Historical Society has acquired ex-Lehigh Valley Alco C420 #414 from GUILFORD. It has joined the ARHS collection on the UPPER MERION & PLYMOUTH at Swedeland, PA (Lehigh Lines).....SHORE FAST LINE and New Jersey DOT have reached agreement on SFL's proposal to revive freight service on 20 miles of the ex-PRSL Cape May branch between Tuckahoe and Rio Grande, NJ. Both will share the \$500,000 cost of rebuilding the line (Crew Caller).....NEW YORK, SUSQUEHANNA & WESTERN has ordered 20 new B40-8 diesel locomotives from General Electric for delivery in 1989.....CSX has ordered 4,000 new covered hoppers and coal gondolas valued at \$150 million, and will rebuild 16,000 older cars in 1989 (CSX News).

An op-ed article in the November 12 Inquirer, written by City Councilwoman Joan Specter, calls the Penn's Landing Trolley a unique asset that would probably make other cities across the country green with envy. Unlike other top City officials, Ms. Specter feels that the trolley operation should be preserved as a "memorable experience for thousands of visitors each year." As it now stands, the operators, Buckingham Valley Trolley Association, are on notice that they may have to vacate their car storage area in Pier 9 by next spring. ....The U.S. DOT last month announced a sweeping new rule which will require more than four million operating employees in all major modes of transportation to undergo drug testing. Unions representing railroad workers, airline pilots and independent truckers served notice that they would challenge the constitutionality of the order, but Transportation Secretary James Burnley said that "the American people demand and expect a drug-free transportation system."



## RAILROAD MATCH COVER COLLECTION OFFERED FOR SALE



A unique collection of railroad match covers dating back to the 1920's is being offered for sale by Chapter Member John Pandosh, a longtime practitioner of the hobby.

The collection of 185 covers from 61 different railroads--most of them no longer in existence--includes several colorful examples from Philadelphia-area railroads. Among these are Baltimore & Ohio, Pennsylvania and Reading Company covers, including one depicting the Reading's famed Crusader.

Anyone interested in purchasing the collection should write Mr. Pandosh at 64 Horsham Road, Hatboro, PA 19040 (telephone 215-675-1751) and make him a reasonable offer.

## CONRAIL REACTIVATES ITS FLEET OF GP30 AND GP35 DIESELS

To help cope with substantial increases in traffic volume, Conrail in late summer and fall reactivated a large number of GP30 and GP35 locomotives, many of which had been in storage for up to seven years. A total of 54 GP30's and 60 GP35's were restored to service, with 51 of the GP30's and 56 of the GP35's still in operation as of late November. Conrail's fleet of GP30 units totals 63, and the GP35's total 88 on the current roster.

Among the active GP30's are #2169-2171, 2174, 2175, 2179, 2182 and 2185-2187, all former Reading units built by EMD in 1962. The other GP30's are former New York Central/Pennsylvania/Penn Central units numbered between 2188 and 2249, built in 1962-1963. The active GP35's include seven ex-Reading units, #3637, 3640-3642, 3644, 3651 and 3656, all built in 1964, while #3657, 3661, 3669, 3682 and 3688 are ex-Erie Lackawanna units built also in 1964. The other GP35's numbered between 2250 and 2393 are ex-PRR/NYC/PC units built 1963-65.

Seven of the units, #2170, 2175, 2201, 2216, 2251, 2252 and 2256, are leased to the Monongahela Railway for service on that southwestern Pennsylvania coal road, partly owned by Conrail.

It is uncertain how long these 25-year-old locomotives will remain in active service. They may occasionally be seen operating in freight trains through the Philadelphia area.

## ANNUAL CHAPTER AUCTION PRODUCES SPIRITED BIDDING

Philadelphia Chapter's annual auction, conducted as the program portion of the November 18 meeting, saw 68 lots of railroadiana offered for sale by 19 different sellers.

With some spirited bidding on the part of members present, a total of \$566.00 worth of railroadiana changed hands. The Chapter treasury gained \$202.40 as its share of the material sold, thanks to some excellent donations of material by Members Bob Fletcher and Ken Havens.

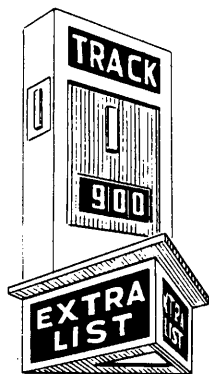
Auctioneers for the evening were Mike Burshtin, Larry Eastwood and Frank Tatnall, with Marie Eastwood handling payments for the lots sold.

The Chapter appreciates the support of sellers and buyers alike for this annual activity.

During the auction, a number of books from the collection of the late Earle Finkbiner were sold for the benefit of the Library of American Transportation. These books, plus another portion of the collection sold at the September meeting, raised a total of \$312.00 for the LAT, an arm of NRHS.

## 1989 DUES REMITTANCE IN FULL SWING

Nearly half of Philadelphia Chapter members have already renewed their memberships for the year 1989, according to Editor Larry Eastwood, who is processing the renewals and submitting them to National. Eastwood reminds members that the deadline is January 31, 1989, and members who have not submitted by that date will not receive a February issue of Cinders.



**DECEMBER 3, 1988:** Special Amtrak trains from Washington, Baltimore and Wilmington to the Army-Navy football game at Veterans Stadium, Philadelphia. Public train (two F40 diesels and 9 Amfleet cars) leaves Washington at 7:45 AM (fares \$33 one-way, \$48 round-trip), Baltimore at 8:30 (\$27 and \$40), Wilmington at 9:35 (\$16 and \$25), arriving Conrail South Philadelphia yard at 10:45 AM. This is good opportunity to ride freight-only Delaware Extension (Note: Army-Navy game will not be played in Philadelphia in 1989). Information from Amtrak ticket offices or telephone 1-800-USA-RAIL. Private "VIP" train (two F40's, 17 Metro-liner cars and Amtrak inspection car 10000) will leave Washington at 8:10 AM, arriving South Philadelphia at 11:10 AM. Trains return 45 minutes after the game.

**DECEMBER 3:** "Shoppers Special" steam excursion from Hamburg and Temple to Norristown, PA and return via Blue Mountain & Reading and Conrail, with connecting SEPTA chartered train to the Philadelphia Gallery at Market East, sponsored by BM&R. Pacific 425 will be used to Norristown and return. Train leaves Hamburg 8 AM, Temple 9 AM, arriving Norristown about 10:45 AM, with connecting train arriving Philadelphia 12 Noon. Returning, leaves Philadelphia 6 PM, arriving Temple 9:15 PM, Hamburg 10:05 PM. Fare: \$36 per person. Order tickets from: 425 Concessions, Inc., c/o BM&R, P. O. Box 425, Hamburg, PA 19526. For information, telephone 215-921-1442.

**DECEMBER 3-4:** 7th annual railroadians & train show sponsored by West Jersey Chapter NRHS at Moorestown Mall, Route 38 and Lenola Road, Moorestown, NJ. Antique and toy trains, model railroad displays and sales, railroadians and exhibits will be featured. Hours: Saturday 10 AM - 9:30 PM, Sunday 10 AM - 6 PM. Admission free. Dealers' tables \$40 each for two days (plus 6 percent sales tax). For information, write: West Jersey Chapter NRHS, P. O. Box 1022, Haddonfield, NJ 08033 (telephone Herman Lotstein at 215-968-7630).

**DECEMBER 3-4:** Santa Claus trips on Penn's Landing Trolley using ex-Philadelphia & Western interurban car #46, sponsored by Buckingham Valley Trolley Association. Trips leave Delaware Avenue & Dock Street, Philadelphia, hourly from 10:30 AM to 5:30 PM. Car will be specially decorated and Santa Claus will be on board. Tickets \$2 per person. Information and reservations from: Penn's Landing Trolley, P. O. Box 7285, Philadelphia, PA 19101-7285 (telephone 215-627-0807).

**DECEMBER 10-11:** Repeat of Santa Claus trips on Penn's Landing Trolley. See previous item for details.

**DECEMBER 10-11:** Greenberg's Great Train, Dollhouse & Toy Show at Valley Forge Convention Center, Route 363, King of Prussia, PA, 11 AM to 5 PM both days. Admission: \$4 adults, children under 12 free with adult admission. For information, contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784 (telephone 301-795-7447).

**DECEMBER 12:** Mark Smith, editor & publisher of Locomotive & Railway Preservation Magazine, will present a slide lecture on railroad restoration, sponsored by Harrisburg Chapter NRHS. Beginning at 7 PM, the program will be presented in Room 214 of Whitaker Hall at Harrisburg Area Community College, located on Elmerton Avenue in the northern section of Harrisburg. Use Interstate 81 to Cameron Street exit, then south to the first traffic signal and turn right onto Elmerton. Admission is free.

## ADDENDUM TO CONRAIL BUSINESS CAR ROSTER

In October Conrail received 12 lightweight passenger cars from Amtrak, which should be added to the roster of business cars which appeared in the September issue of Cinders. The additional cars are:

CAR NO.	TYPE	BUILDER/YEAR	PRIOR OWNER/NAME/NUMBER
2530	16 duplex roomette-4 bedroom sleeper	Budd 1954	AMTK 2010, SCL 6700, B&O 7100-Bobolink
2537	16 duplex roomette-4 bedroom sleeper	Budd 1954	AMTK 2017, SCL 6707, B&O 7110-Wren
5649	coach	Budd 1947	AMTK 5649, PC 2913, NYC 2913
5650	coach	Budd 1947	AMTK 5650, PC 2914, NYC 2914
5652	coach	Budd 1947	AMTK 5652, PC 2919, NYC 2919
5657	coach	Budd 1947	AMTK 5657, PC 2930, NYC 2930
5666	coach	Budd 1947	AMTK 5666, PC 2948, NYC 2948
5670	coach	Budd 1947	AMTK 5670, PC 2954, NYC 2954
5671	coach	Budd 1947	AMTK 5671, PC 2955, NYC 2955
5676	coach	Budd 1947	AMTK 5676, PC 2916, NYC 2916
5678	coach	Budd 1947	AMTK 5678, PC 2925, NYC 2925
5684	coach	Budd 1947	AMTK 5684, PC 2945, NYC 2945

### Carrier Abbreviations

AMTK - Amtrak  
 B&O - Baltimore & Ohio Railroad  
 NYC - New York Central System  
 PC - Penn Central Transportation  
 SCL - Seaboard Coast Line Railroad

### Sources:

Amtrak  
 Conrail



Baltimore Division  
THROUGH FREIGHT TRAIN SERVICE  
(All Trains Operate Daily Except as Noted)  
(CORRECTED TO OCTOBER 15, 1988)

WESTBOUND

TRAIN	PHILADELPHIA (Park Jct.)	PHILADELPHIA (East Side)	WILMINGTON (Wilsmere)	BALTIMORE (Bay View)	HALETHORPE (MD)	POTOMAC YARD	BRUNSWICK (MD)	CUMBERLAND (MD)
135		Lv 0030	Ps 0130	Ps 0315	Ps 0410		Ar 0620*	Ar 0900*
137				Lv 0355	Ps 0430		Ar 0640*	Ar 0920*
171(CR)	Ps 0745	Lv 0900*	Ps 0935	Ps 1105	Ps 1140	Ar 1330*		
217		Lv 1700(a)	Lv 2200	Ps 2350	Ps 0025(b)		Ar 0330*	Ar 0700
341						Lv 0400	Ar 0715*	Ar 0130
345					Lv 0630		Ar 0945*	Ar 1515
377		Lv 1201	Lv 1400	Lv 1700	Ps 1745		Ar 2100*	Ar 0015*
381					Ps 1900(b)		Ar 2245*	Ar 0245*
397		Lv 0035	Lv 0215	Lv 0500*	Ps 0555(b)		Ar 0930*	Ar 1445*
403(DH)	Ps 0630	Lv 1230*	Ps 1315	Ps 1500	Ps 1545	Ar 1800		
405		Lv 1500	Lv 1700	Ps 1945	Ps 2145(b)	Ar 0100		
SEPY	Ps 0130	Lv 0200	Ps 0300	Ps 0515	Ps 0615	Ar 0845		

EASTBOUND

TRAIN	CUMBERLAND (MD)	BRUNSWICK (MD)	POTOMAC YARD	HALETHORPE (MD)	BALTIMORE (Bay View)	WILMINGTON (Wilsmere)	PHILADELPHIA (East Side)	PHILADELPHIA (Park Jct.)
136	Lv 2100*	Lv 2335*		Ps 0150	Ps 0230	Ps 0415	Ar 0500	
138	Lv 0120*	Lv 0430*		Ps 0645	Ar 0720			
172(CR)			Lv 1815*	Ps 1930	Ps 2005	Ps 2235	Ar 2315*	Ps 0001
216	Lv 1650	Lv 2200*(b)		Ps 0135	Lv 0300	Ps 0445(a)	Ar 0800	
340		Lv 2210	Ar 0300					
344	Lv 0900	Ar 1720						
346	Lv 1830	Lv 2205*(b)		Ps 0140	Ps 0220	Ar 0415(a)	Ar 0805	
376	Lv 1845*	Lv 2215*(b)		Ps 0230				
396	Lv 1640*	Lv 2030*		Ps 2315	Lv 0130	Ar 0315(a)	Ar 0630	
402(DH)			Lv 2000	Ps 2200	Ps 2245	Ps 0045	Ar 0145*	Ps 0300
404			Lv 1100	Ps 1300	Lv 1600	Ar 1800	Ar 2000	
PYSE			Lv 0830	Ps 1115	Ps 1215	Ps 1445	Ar 1545	Ps 1615

KEY TO TRAIN SYMBOLS:

135 - Philadelphia to Chicago (TT)	376 - Cincinnati, OH to Baltimore (Locust Point)
136 - Chicago to Philadelphia (TT)	377 - Philadelphia to Willard, OH
137 - Baltimore to Chicago (TT)	381 - Baltimore (Locust Point) to Chicago
138 - Chicago to Baltimore (TT)	396 - Saginaw, MI to Philadelphia
171 - Kearny, NJ to Tampa, FL (except Mon.)(TT)	397 - Philadelphia to Flint, MI
172 - Tampa, FL to Kearny, NJ (except Mon.)(TT)	402 - Potomac Yard to Philadelphia
216 - New Boston, MI to Philadelphia (exc. Sat., Sun.)	403 - Philadelphia to Potomac Yard
217 - Philadelphia to New Boston, MI (exc. Fri., Sat.)	404 - Potomac Yard to Philadelphia
340 - Brunswick to Potomac Yard	405 - Philadelphia to Potomac Yard
341 - Potomac Yard to Cumberland	PYSE - Potomac Yard to Selkirk, NY (Conrail train)
344 - Cumberland to Brunswick	SEPY - Selkirk, NY to Potomac Yard (Conrail train)
345 - Baltimore (Curtis Bay) to Cumberland	
346 - Cumberland to Philadelphia	(All trains operate via Washington Subdivision)

NOTES:

Ar - Arrive	CR - Runthrough with Conrail
Lv - Leave	DH - Runthrough with Delaware & Hudson
Ps - Pass	(a) - Train works at Feltonville (Twin Oaks), PA auto terminal
* - Crew change	(b) - Train works at Jessup, MD auto terminal
TT - Trailer train	

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