



# CINDERS

June 1988



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Volume 49      Newsletter of the      Number 6

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

## OUR MEETING:

FRIDAY EVENING, JUNE 17, 1988

The Engineers' Club, 1317 Spruce Street, 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)

The June, 1988 meeting of Philadelphia Chapter will feature a slide program by PATCO Assistant General Manager and Chapter Member J. William Vigrass, detailing 1950'S RAILROADING IN OHIO. This slide lecture will highlight the last days of Baltimore & Ohio steam power, early diesel operations by area railroads, and some vintage surprises as well.

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, JUNE 15, 1988 to President Tatnall at 215-828-0706. Those members desiring fish dinners MUST SPECIFY WHEN RESERVING.

Come out on June 17 as we close out another meeting season, and enjoy a look back at railroading in Ohio 30 years ago!

## SUMMER DINNER SET FOR FRIDAY, AUGUST 19 AT LANGHORNE

Philadelphia Chapter's annual summer dinner trip is scheduled for Friday evening, August 19, at Casmirri's Restaurant on Bellevue Avenue, Langhorne, PA, adjacent to SEPTA's Langhorne rail station.

Happy hour will begin at 6 PM and dinner will be served at 7, with a choice of two entrees: Veal cordon bleu or broiled filet of flounder stuffed with crabmeat. The menu will also include fruit cocktail, tossed garden salad, green beans almonidine, baked stuffed potato, ice cream parfait and choice of beverage.

The all-inclusive dinner price will be \$18 per person. Reservations may be made (showing entree selection) by sending a check to:

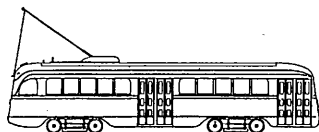
William C. Wagner  
271 Norfolk Road  
Warminster, PA 18974-3725

Checks should be made payable to "William C. Wagner."

Direct service to Langhorne is provided by SEPTA's R1 West Trenton trains. Express #6376 leaves Suburban Station at 5:14 PM and arrives Langhorne at 6:01 PM, or train #380 leaving Suburban Station at 5:44 PM and arriving Langhorne at 6:36 PM. Returning, train #385 leaves Langhorne at 9:13 PM, arriving Suburban Station at 10:07 PM. Free parking is also available at the restaurant.

## AUGUST 21 EXCURSION TO MARK 50 YEARS OF PCC'S IN PHILADELPHIA

Philadelphia Chapter will sponsor an excursion with SEPTA's historic PCC #2054 on Sunday, August 21 to commemorate the 50th anniversary of PCC operation in Philadelphia.



The first revenue run of Presidents' Conference Committee cars in Philadelphia occurred on August 15, 1938, when Philadelphia Rapid Transit Company introduced the newly-designed equipment to Route 53-Wayne Avenue. Fifty years later, PCC's built in 1947 and 1948 continue to operate on SEPTA's Route 23-Germantown Avenue, Route 56-Erie-Torresdale Avenues and Route 15-Girard Avenue.

The August 21 excursion will feature silver-painted car #2054, the last prewar trolley remaining on SEPTA's roster. The four-hour excursion will depart from Luzerne depot, 11th & Luzerne Streets in North Philadelphia, at 1:45 PM. Tickets at \$10 per person may be ordered by mail from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope and making checks payable to "Philadelphia Chapter NRHS." Tickets will also be available at the June 17 Chapter meeting.

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.....Sheila A. Dorr  
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 N. VALLETTE

## May 10, 1988

It is with sadness that we inform you of the passing of Chapter Member Charles N. Vallette of Huntingdon Valley, PA on Tuesday, May 10. Chuck had been ill for the past year, but had remained active in various rail activities as his health would permit. Chuck joined Philadelphia Chapter in 1967, and was well known in rail dealer circles, selling rail articles after his retirement from RCA Corp. in 1980. He is survived by his wife, Lillian, and a daughter. A memorial service was held at St. John's Episcopal Church, Huntingdon Valley, on Saturday, May 14. Chuck was quite active in church activities at St. John's. He was familiar to all of us as an engineer on the New Hope Steam Railway, and we'll treasure our memories on trips we took on NHSR with Chuck at the throttle.

### CHANGES PROPOSED IN CHAPTER BY-LAWS

Two changes in the By-Laws of Philadelphia Chapter NRHS have been proposed and will be voted on at the June 17, 1988 meeting to be held in the Engineers' Club.

Article III applicable to Membership would be amended to read (changes underscored):

Any person of good character will be admitted to membership upon payment of Chapter dues, provided that the person is a member in good standing of the parent National organization. Applications for membership shall be subject to the approval of the Chapter Board of Directors.

A new Article XIX entitled Dissolution shall be added as follows:

This organization may be dissolved only upon the affirmative vote of the majority of the entire membership by written ballot. In the event of such dissolution, all assets shall be converted to cash, excepting real estate, equipment or other fixed assets suitable for transfer to a museum, and after payment of all outstanding indebtedness the assets of the corporation shall be distributed as follows: To any worthy museum or educational organization exempt under the United States Internal Revenue Code, Section 501 (c)(3). This shall not be construed to mean that distribution shall be limited to one such organization but only that such organizations must be non-profit and exempt under Section 501(c)(3) of the Internal Revenue Code.

The latter Article is a required provision of the National By-Laws and those of all incorporated chapters such as Philadelphia. Chapter officers recommend an affirmative vote on both of the above changes, which would become effective within 15 days of their approval.

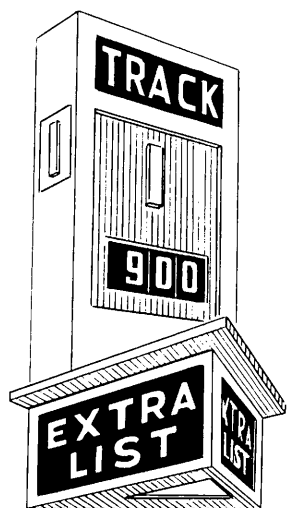
### NRHS DUES INCREASE PROPOSED; REGIONS REALIGNED

Rising costs of services have prompted a call for a \$3 increase in NRHS dues, directors were told at their May 1 meeting in Chicago. This would represent the first increase in national dues since 1982, when the present level of \$9 was established. The additional \$2 cost of family membership would remain unchanged. The proposal may be voted on at the July board meeting in Somerset, NJ, with the intention of making it effective for the year 1989.

A realignment of regions in NRHS was approved at the Chicago meeting. To help bring each regional vice president closer to his chapters, the number of regions was increased from 12 to 17, and some boundaries were changed. The Eastern Region, in which Philadelphia Chapter is located, has been reduced in size with the transfer of chapters in western and northeastern Pennsylvania to other regions. Vice President Larry Eastwood, however, will still be responsible for 12 chapters in three states.

### ALBRECHT HONORED AS 50-YEAR MEMBER

Harry P. Albrecht has become the fourth member of Philadelphia Chapter this year to receive the Society's gold pin signifying 50 years of continuous membership in NRHS. Albrecht, a well-known rail and traction authority, was presented his 50-year-pin by President Frank Tatnall at the May 20 Chapter meeting in the Engineers' Club.



JUNE 18-19: Two excursions from Scranton to Carbondale, PA and return via Lackawanna Valley Railroad (ex-Delaware & Hudson mainline), sponsored by Lackawanna & Wyoming Valley Chapter NRHS. Stourbridge Line ex-Lackawanna coaches will be used. Trains leave Scranton 11 AM and 3:30 PM for 3-1/2 hour round trip, plus round trip from Carbondale leaving at 12:45 PM. Fares: \$7 adults, \$4.50 children (under 12). Order tickets from: Excursion, P. O. Box 1152, Scranton, PA 18501, making checks payable to "Excursion." Tickets purchased on day of trip are 50 cents additional.

JUNE 19: Steam excursion with former Pennsylvania Railroad K4s #1361 from Vail to Bellefonte, PA and return via Nittany & Bald Eagle Railroad. For information, write: Railroaders Memorial Museum, 1300 9th Avenue, Altoona, PA 16603.

JUNE 25-26: Diesel-powered Susquehanna River Flyer from Buffalo, NY to Williamsport, PA and return, eastbound via Conrail's ex-Pennsylvania Buffalo Line through Emporium, PA and returning via ex-New York Central Corning branch through Grand Canyon of Pennsylvania and ex-Erie Southern Tier Line, sponsored by Western New York Railway Society. Train leaves Exchange Street Station in Buffalo at 7:30 AM Saturday, arriving Williamsport 2 PM. That afternoon will be devoted to the annual Susquehanna River "Boom" Festival celebrating the logging heritage of the region. Standard coach fare of \$210 per person includes 467-mile round trip rail tour, plus overnight hotel accommodations (double occupancy) in Williamsport, shuttle bus service at Williamsport, boxed lunches both days and ticket to Saturday evening concert.

Train returns to Buffalo Sunday. Single supplement for hotel: \$20. "First class coach" fare is \$225 per person and premium parlor car fare is \$295 per person. For tickets and information, write: WNYRHS, Inc., P. O. Box 502W, Tonawanda, NY 14151, making checks payable to "WNYRHS, Inc." and enclosing stamped, self-addressed envelope. For further information, telephone 716-662-7002.

JUNE 25-26: Railfan Weekend III at Blue Mountain & Reading Railroad, Temple, PA, featuring trips with steam engines #425 and 2102 and ex-PRR E8 diesels between Temple and Hamburg, PA. Night photo session Friday night and banquet Saturday night, lunch trip each day aboard Budd RDC's. All-events weekend pass including banquet (but not RDC trips): \$48.75 adults, \$29.75 children. RDC lunch trips only: \$9.75 per person. Night photo session with Railfan Editor Jim Boyd: \$10 per person. Order tickets from: 425 Concessions, Inc., Railfan Weekend, P. O. Box 425, Hamburg, PA 19526. For further information, telephone 215-562-4083 during business hours.

JULY 2-3: Repeat of June 18-19 trips on Lackawanna Valley Railroad. See item above for details.

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 station 9 AM. Fare of \$36 includes bus service between 30th Street Station and Philadelphia Zoo and admission to the Zoo. Order tickets from: 425 Concessions, Inc., P. O. Box 425, Hamburg, PA 19526.

JULY 10: Steam excursion with former PRR K4s #1361 from Vail to Bellefonte, PA and return via Nittany & Bald Eagle Railroad. For information, write: Railroaders Memorial Museum, 1300 9th Avenue, Altoona, PA 16603.

JULY 16: Steam express excursion from Reading, PA (Franklin Street Station) to Norristown and return via Conrail's ex-Reading mainline, using 4-8-4 #2102 and Blue Mountain & Reading coaches. Train leaves Franklin Street 10 AM, returns 2:30 PM, sponsored by Reading Company Technical & Historical Society, commemorating 150th anniversary of scheduled service on the Reading. Fare: \$29 per person. Order tickets from: P&R 150 Trip, P. O. Box 15143, Reading, PA 19612-5143.

JULY 21: Twilight doodlebug excursion aboard ex-PRR #4662 from Landenberg Junction to Hockessin, DE and return via Wilmington & Western, covering all mainline track, sponsored by Wilmington Chapter NRHS. Train leaves 6:45 PM from W&W Marshallton enginehouse off Old Capitol Trail west of Delaware Route 41 in Marshallton, DE. Fare: \$10 per person. Order tickets from: Wilmington Chapter NRHS, P. O. Box 1261, Wilmington, DE 19899, enclosing stamped, self-addressed envelope. For further information, telephone 302-798-8431 after 6 PM.

JULY 27-31: "Garden State in '88" national convention based in Somerset, NJ, sponsored by Tri-State Chapter NRHS. Pre-convention activities begin July 23. Five mainline steam trips behind ex-Nickel Plate 2-8-4 #765 will be operated, as well as diesel trips to Selkirk, NY and return via Conrail's River Line and circle trips on Susquehanna Railway and Conrail. Total of 101 separate events have been scheduled including traction excursions, historic tours, shopping and sports events, shortline visits, railroadiana show, annual banquet, seminars and night photo sessions. Rooms in three adjacent hotels at Somerset have been set aside for convention-goers. Complete brochure and ticket order forms were mailed to all members early in May. For further information, write: Tri-State Chapter NRHS, P. O. Box 1217, Morristown, NJ 07960-1217, or telephone Tri-State's hotline at 201-272-0527.

AUGUST 19: Annual summer dinner trip of Philadelphia Chapter at Casimir's Restaurant, Langhorne, PA, adjacent to SEPTA's R1 station at Langhorne. Cocktails 6 PM, dinner 7 PM. Cost: \$18 per person. Choice of entree (see story on page 1). Order tickets from: William C. Wagner, 271 Norfolk Road, Warminster, PA 18974-3725, making checks payable to "William C. Wagner."

AUGUST 21: Special PCC trolley excursion on SEPTA North Philadelphia lines, commemorating 50th anniversary of PCC service in Philadelphia, sponsored by Philadelphia Chapter NRHS. For further information, write: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope. Flyer will be mailed to area members when details have been determined.



Amtrak's schedules changed in two phases this spring. On April 4, Corridor schedules changed with the major changes noted as follows: Between New York and Boston, Train 13 is discontinued Saturdays and combined with a Springfield-Washington train west of New Haven. Sunday Metroliner 297 runs about three hours earlier out of Boston and operates through to Washington. Train 167 is added weekends about an hour later than Train 179, which is discontinued Sundays. A new Saturday Metroliner leaves New York at 7:50 AM for Boston, replacing the Friday evening service (whose equipment is used by the Hyannis train). Train 168 operates Sundays in lieu of Train 160. The Cape Codder, of course, returns for the summer with two round trips out to Hyannis. Trains which operate via Springfield to Boston have had their running times increased over the Boston & Albany portion.

Between New York and Washington, Metroliner Service Train 102 runs Saturdays during the summer. Train 137 runs an hour later Friday and Sunday, with Train 139 discontinued, running only to Philadelphia as Train 229. Train 130 is discontinued Saturday mornings, but 168 is added on a later scheduled this day. Train 176 replaces Train 134 Saturdays, and you can also add Train 138, the Verrazano Sundays, out of Washington at 8:05 PM.

In clocker service between New York and Philadelphia, we find Train 217 running Sundays in place of Train 221. Train 227 is discontinued Monday through Thursday. Train 229 is discontinued Friday-Sunday, being replaced by Train 167 on weekends, and Train 204 runs Saturdays in place of Train 130. Train 212 (8:05 AM) is discontinued, and Train 216 is added Sundays, leaving Philadelphia 10:55 AM, replacing the 12:55 PM train. Most Harrisburg-Philadelphia schedules have been lengthened by 10 to 20 minutes to reflect locomotive-hauled consists.

Meanwhile, the May 15 schedule change affected the remainder of Amtrak service, with seasonal slowing of quite a number of trains to accommodate summer trackwork and peak loadings.

Empire Service has received its second rebuilt RTG Turbo from Beech Grove, with one more set to be rehabilitated and follow this fall. I cannot do justice by explaining the schedules here, which are different six out of the seven days each week, but there is an additional train between Albany and Niagara Falls several days per week.

The Cape Codder arrives Hyannis at 11:12 PM Friday and 2:53 PM Saturday and leaves that point on both Saturday and Sunday at 4:28 PM. Hence, it is possible to make a one-day round trip Saturdays as it was last year.

Elsewhere in the East, the eastbound Capitol Limited runs an hour later, with the eastbound Broadway Limited about 40 minutes earlier and the Sunday Pennsylvanian 50 minutes later. The Palmetto has a summer bus connections between Florence and Myrtle Beach, SC, and the Cardinal has added a Slumbercoach Chicago-Washington for the summer (the ex-NYC cars that were used on the Montrealer).

Back to the Empire Service again, five Amfleet trainsets are required, with the Adirondack and Niagara Rainbow having this equipment daily, and the other trains varying as follows: Train 70 (Tue-Fri), 32 (Mon-Sat), 54 (Sun), 39 (Mon), 79 (Sat), 31 (Fri, Sun) and 57 (Tue-Thu).

In commuter rail news, when MBTA extended trains to Providence on February 1, four of the five east-bound trips approximated the schedules of the trains they replaced between Attleboro and Boston. However, a second "reverse" train now leaves Providence at 6:57 PM. Westbound, the former 6:35 AM Attleboro reverse train from Boston leaves South Station now at 6:00 AM and runs through to Rhode Island's capital.

The new South Florida commuter rail service will be known as "Tri-Rail" (after the three counties through which the trains will operate). The rebuilt locomotives, numbered 801-805, look most like an F40 (re-built cab and body) of the recent Morrison-Knudsen vintage. The first of 18 new GO Transit-style double-deck coaches has now come on stream for this service.

NJ Transit's rebuild program for its Arrow I MU cars is proceeding. Of the 35 cars built by St. Louis Car 20 years ago, two were destroyed while in service (105, 134) and three were damaged beyond repair (519, 521, 523). The remaining 30 cars are being rebuilt as 15 control cars (5155-5169) and 15 coaches (5220-5234).

## ON THE SCENE (Continued from Page 4)

Elsewhere on NJT, it is anticipated that the electrification to Long Branch will begin service in July. Rumors suggest that NJT may lease Maryland's four AEM-7's (which are expensive to operate and could be replaced by diesels on MARC's relatively short trains). A recent request for bids by NJT resulted in a rejection of proposals for new electric locomotives.

Long Island is close to ordering 12 double-deck commuter cars, with bids having been received from Alstom (France), Nippon-Sharyo (Japan) and possibly Comeng (Australia). One test train would operate between Port Jefferson and Penn Station with a rebuilt FL9 at each end. Three FL9's are now being rebuilt by Brown Boveri. NJ Transit and MBTA are known to also be considering double-deck equipment for projected purchases, with Boston seemingly closer to a decision.

The White Pass & Yukon has resumed service over the most impressive southern section of the route out of Skagway. The train is briefly pulled by a steam locomotive, with diesels then taking over.

In transit items, Boston's latest Red Line cars are receiving final assembly by General Electric at Mansfield, MA (they were built by the old Hawker Siddeley plant in Thunder Bay, Ontario). Numbers are in the 01700 series.

BART has received its first new "C" type motor cars after several years delay. The French-built cars are needed to increase capacity. Elsewhere in California, San Diego has ordered an additional 21 LRV's from Siemens-DuWag. This will raise their total fleet to 71 and provide some capacity for growth and projected extensions north from the downtown area.

Digging through my nostalgia books, I find a consist from a July 21, 1968 Philadelphia-Wildwood train operated for a West Philadelphia church group on PRSL. The train consisted of PRSL Baldwins 6008, 6024 and 6027, and a coach consist totaling 16 cars from five different railroads as follows: PRR 3609, 4169, 4162, ACL 1079, SAL 817, 825, RF&P 520, PRR 1670, RF&P 706, ACL 1115, SAL 857, 819, PRR 4012, 3614, 4264 and NH 8645. I don't believe I've ever seen any photos of this operation, and the movement did apparently operate again in 1969, behind one Baldwin and two GP38's, but the consist is unknown.

As of May 30, 1957, there were 14 PRR K4s Pacifics in service, according to my notes. Four were assigned to the New York Division (612, 830, 3752, 3872), seven to the Philadelphia Division (920, 3750, 3858, 5351, 5379, 5439 and 5497), two to Pittsburgh (3755, 5467) and one to the Buckeye Division (5475).

Bert Pennypacker has kindly noted that the Reading's 10 G3 Pacifics were officially retired in June 1957, although the last revenue runs apparently took place (on PRSL) on Labor Day, 1955.

It doesn't seem possible, but the first subsidized Reading "Operation" is almost 30 years old-- "Operation Northwest" to Chestnut Hill. My records indicate that eight Reading MU's were refurbished with non-standard upholstery and interiors and equipped for single-car operation. The cars were 801, 825, 826, 829, 830, 837, 863 and 877. During that same year, Pennsy received its six Pioneer III MU's and the Hudson & Manhattan received the first production air-conditioned subway cars (with PRR, 50 "K" type cars went on the Newark-Hudson Terminal run-- you paid a supplement to ride west of Journal Square in those days-- this was PRR territory!

For trivia buffs, the New York & Long Branch briefly saw the use of at least five former Erie Stillwell coaches in August 1976, but the experiment did not pan out. Cars 2700, 2702, 2707, 2710 and 2713 are known to have operated briefly.

Looking back 11 years on the Philadelphia commuter scene (one year after Conrail started, remember!), the "Reading" fleet consisted of 190 cars: 11 green MU's, 38 Blueliners, 17 Silverliner II's, 100 Silverliner IV's, six push-pull coaches and 18 Budd RDC's (including two PennDOT-owned cars). On the "Pennsy" side, there were 239 cars, consisting of 47 "red" MU's, five Silverliner I's, 38 Silverliner II's, 20 Silverliner III's and 130 Silverliner IV's. While this totals 240 cars, with one Silverliner II missing (210?), it would add up to 239.

Across the river, of course, there were 10 RDC's on the former PRSL.

I've written a piece on the Reading's "streamstyled" equipment, rebuilt in 1948-49 for the Wall Street, Schuylkill and King Coal, and this will appear either in our Summer or September issue, depending upon space limitations. Look for it.

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RAILROAD MUSEUM DEDICATES STATION EXHIBIT

The Railroad Museum of Pennsylvania at Strasburg is planning a dedication ceremony on Saturday, June 18 for its new Steinman Station exhibit, to be opened to the public inside the museum display hall. The exhibit, made possible by a grant from the John Frederick Steinman Foundation, recreates a turn-of-the-century railroad station. Friends of the Railroad Museum will operate a special train on the Strasburg Rail Road that day, featuring Atlantic #7002 and classic ex-Pennsylvania Railroad coaches.

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Transit America, Inc. has announced an auction of its tools, equipment and railcar inventory at the closed Red Lion Plant on Red Lion Road, Philadelphia. Dates: June 21, 22 and 23 at 10 AM.

# 'Cinders' Surveys Area Tourist Roads

Once again, Cinders presents its annual survey of tourist railroads and trolley museums in the eastern half of Pennsylvania and Maryland, as well as in Delaware and New Jersey. All of the attractions listed are within a day's round-trip drive from Philadelphia.

The listings include the latest information available as of June 1 on schedules, fares and dates of operation. Unless otherwise indicated, this information applies from June through Sunday, October 30. Distances shown are the one-way mileages over normal operating routes, but fares listed are for a round trip. All lines are standard gauge, except as noted.

Motive power shown is that expected to be in regular operation this season. Complete locomotive rosters for tourist roads and freight shortlines within our geographical area will be published in the summer issue of Cinders.

\* \* \* \* \*

## BALTIMORE STREETCAR MUSEUM (5-foot, 4-1/2-inch gauge), 1901 Falls Rd, BALTIMORE, MD (Telephone 301-547-0264)

Schedule: Sundays (all year): 12:00 Noon to 5:00 PM, every 15 minutes.

Saturdays (June through October), July 4 and Labor Day: 12:00 Noon to 5:00 PM, every 15 minutes.

Fares: Adults \$1.00, children (4-11) 50 cents, all-day pass \$3.00.

Distance: 1-1/4-mile round-trip from Visitors Center.

Added Attractions: Dozen historic Baltimore streetcars in museum carhouse, exhibits and displays in former Maryland & Pennsylvania roundhouse. Museum is four blocks from Amtrak station.

## BELLEFONTE HISTORICAL RAILROAD, The Train Station, BELLEFONTE, PA (Telephone 814-355-0311)

Schedule: Sundays (through September): Leave Bellefonte for Curtin Village 1:00 PM; leave Bellefonte for Curtin Village via Unionville 2:15, 4:00 PM.

Saturdays (July and August), July 4 and Labor Day: Leave Bellefonte for Dale Summit 1:00 PM; leave Bellefonte for Curtin Village 2:15, 4:00 PM.

Fares: Adults \$4.00, children (under 12) \$2.00.

Distance: Bellefonte-Curtin Village 7 miles, Bellefonte-Unionville 8 miles, Bellefonte-Dale Summit 7 miles. All operations on Nittany & Bald Eagle Railroad.

Probable Power: RDC-1 #9167.

Added Attractions: N-gauge model railroad display in Train Station, Bellefonte. Restored ironmaking site at Curtin Village open to the public (separate admission). Rebuilt Pennsylvania K4s steam locomotive scheduled to operate excursions between Vail and Bellefonte on three weekends this summer.

## BLACK RIVER & WESTERN RAILROAD, RINGOES, NJ (Telephone 201-782-9600)

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

Tuesdays through Fridays (July and August): Leave Ringoes for Flemington 12:30, 1:30, 2:30, 3:30 PM. Leave Flemington for Ringoes 1:00, 2:00, 3:00, 4:00 PM.

Sundays: Leave Ringoes for Lambertville 12:15, 1:45, 3:15, 4:45 PM. Leave Lambertville for Ringoes 1:00, 2:30, 4:00, 5:30 PM.

Fares: Adults \$5.00, children (5-12) \$2.50, children (3-4) \$1.00.

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

Probable Power: Diesel RSL #57, railcar #4666.

Added Attractions: Turntable Junction shopping complex at Flemington, Lambertville Station restaurant at trackside, Lambertville.

## BLUE MOUNTAIN & READING RAILROAD, Tuckerton Road, TEMPLE, PA (Telephone 215-921-1442)

Schedule: Daily (July and August through Labor Day): Leave Temple for South Hamburg 11:00 AM, 1:00, 3:00 PM. Leave South Hamburg for Temple 9:55, 11:55, 1:55, 3:55 PM.

Fridays, Saturdays, Sundays (June, September and October): Leave Temple for South Hamburg 1:00, 3:00 PM; Leave South Hamburg for Temple 11:55, 1:55, 3:55 PM.

Saturdays, Sundays and Friday after Thanksgiving: Leave Temple for South Hamburg 1:00, 3:00 PM; Leave South Hamburg to Temple 11:55 AM, 1:55, 3:55 PM.

Fares: Adults \$6.00, children (3-12) \$4.00, senior citizens \$5.00, all-day pass \$10.00.

Distance: Temple-South Hamburg 12 miles.

Probable Power: Steam 4-8-4 #2102, 4-6-2 #425, Diesel E8A #5706-5898, RDC's.

Added Attractions: Annual Railfan Weekend June 25-26, "Fall Foliage Extravaganza" October 8-9.

## EAST BROAD TOP RAILROAD (3-foot gauge), ROCKHILL FURNACE (ORBISONIA), PA (Telephone 814-447-3011)

Schedule: Daily (July and August): Leave Rockhill Furnace for Colgate Grove hourly 11:00 AM to 4:00 PM.

Saturdays, Sundays (June, September, October) and Labor Day: Leave Rockhill Furnace for Colgate Grove hourly 11:00 AM to 4:00 PM.

Fares: Adults \$5.00, children (5-12) \$2.50.

Distance: Rockhill Furnace-Colgate Grove 4 miles.

Probable Power: Steam 2-8-2 #12, 14, 15, 17.

Added Attractions: "Fall Spectacular" October 8-9. During season, Shade Gap Electric Railway operates vintage trolley cars half-hourly 11:30 AM to 4:30 PM Saturdays, Sundays and holidays through October 30, connecting with EBT trains at Orbisonia station. All-day trolley ticket \$1.50 per person.

GETTYSBURG RAILROAD, North Washington Street, GETTYSBURG, PA (Telephone 717-334-6932)

Schedule: Saturdays, Sundays, July 4 and Labor Day: Leave Gettysburg for Biglerville 1:00, 3:00 PM.  
Weekdays (July and August): 11:00 AM, 1:00 PM.  
Special runs: Leave Gettysburg for Mt. Holly Springs July 9, September 10, October 8, 15, 16, 22 at 10:00 AM. Reservations required.  
Fares: To Biglerville: Adults \$4.50, children (under 12) \$3.00.  
To Mt. Holly Springs: Adults \$12.00, children (under 12) \$8.00.  
Distance: Gettysburg-Biglerville 8 miles, Gettysburg-Mt. Holly Springs 24 miles.  
Probable Power: Steam 2-8-0 #76; Diesel U30B #28.  
Added Attraction: Train raid re-enactment July 4 and September 17. Fares: Adults \$5.00, children (under 12) \$3.50.

MARYLAND MIDLAND RAILWAY, UNION BRIDGE, MD (Telephone 301-775-2520)

Schedule: June 12, August 7, September 11: Leave Union Bridge for Thurmont, MD 1:00 PM.  
June 26, August 21, November 5, 6: Leave Union Bridge for Glyndon, MD 1:00 PM.  
July 10, September 4, October 1, 2, 10, 15, 22, 23, 29, 30: Leave Union Bridge for Blue Ridge Summit, PA 1:00 PM.  
July 24: Leave Union Bridge for Westminster, MD 1:00 PM.  
September 24, 25: Leave Westminster for Medford, MD 1:00, 2:30, 4:00 PM.  
October 8, 9: Leave Thurmont for Sabillasville, MD 12:00 Noon, 2:00, 4:00 PM.  
Fares: Union Bridge-Thurmont, adults \$8.00, children (12 and under) \$4.00; Union Bridge-Glyndon, adults \$16.00, children \$9.00; Union Bridge-Blue Ridge Summit, adults \$16.00, children \$9.00; Union Bridge-Westminster, adults \$8.00, children \$4.00; Westminster-Medford, adults \$6.00, children \$4.00; Thurmont-Sabillasville, adults \$7.00, children \$5.00.  
Distance: Union Bridge-Thurmont 14 miles, Union Bridge-Glyndon 26 miles, Union Bridge-Blue Ridge Summit 24 miles, Union Bridge-Westminster 12 miles; Westminster-Medford 4 miles, Thurmont-Sabillasville 7 miles.  
Probable Power: Diesel F7A #100, GP9 #793, 794, 812.  
Added Attraction: Western Maryland Railway Historical Society museum in railroad station, Union Bridge.

MIDDLETOWN & HUMMELSTOWN RAILROAD, Brown Street, MIDDLETOWN, PA (Telephone 717-944-4435)

(Began steam operations on June 4 but no schedule or fare information received)

NATIONAL CAPITAL TROLLEY MUSEUM, Bonifant Road, WHEATON, MD (Telephone 301-384-6088)

Schedule: Saturdays, Sundays (all year), July 4 and Labor Day: 12:00 Noon to 5:00 PM (Closed December 17-January 1).  
Wednesdays (July and August): 12:00 Noon to 4:00 PM.  
Fares: Adults \$1.00, children (3-17) 75 cents.  
Distance: 1 mile.  
Added Attraction: Visitors center, O-gauge model trolley layout.

NEW HOPE STEAM RAILWAY, Bridge Street, NEW HOPE, PA (Telephone 215-862-2707)

Schedule: Saturdays, July 4 and Labor Day: Leave New Hope for Buckingham Valley 1:30, 3:30 PM; Leave Buckingham Valley for New Hope 2:30, 4:30 PM.  
Sundays: Leave New Hope for Buckingham Valley 11:30 AM, 1:30, 3:30 PM. Leave Buckingham Valley for New Hope 12:30, 2:30, 4:30 PM.  
Fares: Adults \$5.00, children (under 12) \$3.00.  
Distance: New Hope-Buckingham Valley 7 miles.  
Probable Power: Diesel SW1 #9423.

PENN'S LANDING TROLLEY, Delaware Avenue, PHILADELPHIA, PA (Telephone 215-627-0807)

Schedule: Saturdays, Sundays, July 4 and Labor Day: 11:00 AM to dusk, every 30 minutes or less.  
Thursdays and Fridays (June 16-September 2): 11:00 AM to dusk.  
Fares: Adults \$1.50, children (under 12) 75 cents.  
Distance: 1 mile.  
Added Attractions: Port of History Museum, Cruiser Olympia display.

PINE CREEK RAILROAD (3-foot gauge), Allaire State Park, FARMINGDALE, NJ (Telephone 201-938-5524)

Schedule: Saturdays, Sundays (through mid-October) and Labor Day: 12:00 Noon to 5:00 PM, every 30 minutes.  
Weekdays (through September 2): 12:00 Noon to 5:00 PM, every 30 minutes.  
Fares: Adults and children over 2: \$1.00, in addition to Allaire State Park entrance fee.  
Distance: 1-mile loop track.  
Probable Power: Steam 2-6-2 #26; Diesel 25-ton #7751.

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

Schedule: Daily (July 2 to September 5): Leave Jim Thorpe for Nesquehoning hourly 12:00 Noon to 3:00 PM.  
Saturdays, Sundays (June, September, October 1, 2): Leave Jim Thorpe for Nesquehoning hourly 12:00 Noon to 3:00 PM.  
October 8, 9, 10, 15, 16, 22, 23, 29, 30: Leave Jim Thorpe for Haucks 1:30 PM.  
October 9, 15, 16, 22, 23, 30: Leave Jim Thorpe for Haucks 10:00 AM.  
Fares: Jim Thorpe-Nesquehoning, adults \$3.50, children (5-10) \$2.00; Jim Thorpe-Haucks, adults \$10.00, children (5-10) \$6.00.  
Distance: Jim Thorpe-Nesquehoning 4 miles, Jim Thorpe-Haucks 15 miles.  
Probable Power: Steam 4-6-0 #1098; Diesel RS3 #1554.

STEAMTOWN, U.S.A./LACKAWANNA RAILROAD, SCRANTON, PA (Will not operate in 1988)STEWARTSTOWN RAILROAD, STEWARTSTOWN, PA (Telephone 717-993-2936)

Schedule: Sundays (through November 6), July 4, Labor Day and October 10: Leave Stewartstown for New Freedom 1:00, 3:00 PM.  
 Saturdays (June 18, July 23, August 20, September 17, October 8): Leave Stewartstown for New Freedom 9:00 AM.  
 Saturdays (June 25, July 16): Leave New Freedom for Hyde 4:30 PM.  
 Saturdays (September 10, October 1, 15): Leave New Freedom for Hyde 4:00 PM.  
 Saturdays (October 29, November 12): Leave New Freedom for Hyde 3:30 PM.  
Fares: Stewartstown-New Freedom, adults \$5.00, children (5-11) \$3.00 (Saturday breakfast trips, adults \$11.50, children \$5.50). New Freedom-Hyde (dinner trips), adults \$23.50, children \$11.50).  
Distance: Stewartstown-New Freedom 7 miles, New Freedom-Hyde 17 miles.  
Probable Power: Diesels 44-ton #10, SW900M #11.  
Added Attraction: Photo special August 13 Stewartstown to Hyde and return, leaving 10:00 AM. Fare: \$25.00 (including box lunch).

STOURBRIDGE LINE, Main Street, HONESDALE, PA (Telephone 717-253-1960)

Schedule: July 16, 30: Leave Honesdale for Lackawaxen 10:00 AM, 3:00 PM.  
 July 17, 31, August 7: Leave Honesdale for Lackawaxen 1:00 PM.  
 July 23: Leave Honesdale for Hawley 5:00 PM.  
 October 1, 2, 15, 16: Leave Honesdale for Lackawaxen 9:30 AM, 2:30 PM.  
 October 8, 9: Leave Honesdale for Hawley 9:30 AM, 2:30 PM.  
 October 29: Leave Honesdale for Hawley 10:00 AM, 12:00 Noon.  
Fares: July 16, 30, 31, October 1, 2, 8, 9, 15, 16--adults \$13.00, children \$6.50, senior citizens \$12.00.  
 July 17--adults \$14.00, children \$7.00, senior citizens \$13.00.  
 July 23 dinner trip--\$35.00 per person.  
 October 29 Halloween trips--\$5.00 per person.  
Distance: Honesdale-Lackawaxen 25 miles, Honesdale-Hawley 9 miles.  
Probable Power: Diesel BL2 #54.

STRASBURG RAIL ROAD, Route 741, STRASBURG, PA (Telephone 717-687-7522)

Schedule: Through June 24: Leave Strasburg for Leaman Place weekdays hourly 11:00 AM to 4:00 PM, Saturdays hourly 11:00 AM to 5:00 PM, Sundays hourly 12:00 Noon to 5:00 PM.  
 June 25 through September 5: Weekdays, Saturdays and Labor Day 10:00 AM and half-hourly 11:00 AM to 4:00 PM, 5:00 and 7:00 PM; Sundays half-hourly 12:00 Noon to 5:00 PM and 7:00 PM.  
 September 6 through September 25: Weekdays and Saturdays hourly 11:00 AM to 4:00 PM, Sundays hourly 12:00 Noon to 4:00 PM.  
 September 26 through October 30: Weekdays hourly 11:00 AM to 3:00 PM, Saturdays hourly 11:00 AM to 4:00 PM, Sundays hourly 12:00 Noon to 4:00 PM.  
 November 5 through December 11: Saturdays, Sundays and November 25 hourly 12:00 Noon to 3:00 PM.  
Fares: Adults \$4.75, children (3-11) \$2.50, all-day pass \$8.00 per person.  
Distance: Strasburg-Leaman Place 4 miles.  
Probable Power: Steam 0-6-0 #31, 2-10-0 #90, 4-4-0 #1223, 4-4-2 #7002.  
Added Attractions: Railroad Museum of Pennsylvania, Toy Train Museum and Choo-Choo Barn model train display, Strasburg. Mixed train leaves Strasburg Fridays at 9:00 AM.

WANAMAKER, KEMPTON & SOUTHERN RAILROAD, Route 143, KEMPTON, PA (Telephone 215-756-6469)

Schedule: Sundays (through October): Leave Kempton for Wanamaker hourly 1:00 to 5:00 PM.  
 Saturdays (through August), July 4 and Labor Day: Leave Kempton for Wanamaker hourly 1:00 to 4:00 PM.  
 Gasoline-powered "Berksy" also operates hourly 1:00 to 4:00 PM Saturdays in September and October, also hourly from 1:00 to 3:00 PM the first two Sundays in November.  
Fares: Adults \$3.00, children (3-11) \$1.50.  
Distance: Kempton-Wanamaker 3 miles.  
Probable Power: Steam 0-4-OT #2, 0-6-OT #65.  
Added Attractions: Schuylkill & Lehigh HO-gauge model railroad open to public on Sundays at Kempton. Special run July 9 to mark 25th anniversary of WK&S.

WEST SHORE RAILROAD, Third Street, MIFFLINBURG, PA (Telephone 717-966-9390)

Schedule: Saturdays (through June 25): Leave Mifflinburg for Vicksburg 2:00 PM.  
 Sundays (through June 26): Leave Mifflinburg for Vicksburg 2:00 PM.  
 Wednesdays, Sundays (June 29 through August 28): Leave Mifflinburg for Lewisburg 2:00 PM.  
 Thursdays, Fridays, Saturdays (June 30 through August 27): Leave Mifflinburg for Vicksburg 2:00 PM.  
 Saturdays (September 3 through September 24): Leave Mifflinburg for Vicksburg 2:00 PM.  
 Sundays (September 4 through October 23): Leave Mifflinburg for Lewisburg 2:00 PM.  
Fares: Mifflinburg-Vicksburg, adults \$3.00, children (3-12) \$1.50, senior citizens \$2.75.  
 Mifflinburg-Lewisburg, adults \$5.00, children (3-12) \$2.50, senior citizens \$4.50.  
Distance: Mifflinburg-Vicksburg 4 miles, Mifflinburg-Lewisburg 9 miles.  
Probable Power: Diesel SW1 #8525, GP30 #2233.  
Added Attraction: Railroadiana show and sale September 11 at Mifflinburg station.



# PHILADELPHIA



## FRANK G. TATNALL, JR.

Work began May 13 as scheduled on the third phase of SEPTA's \$10.5-million Suburban Line Track Renewal Project. Removing and replacing ballast, ties and rail on the six tracks running through 30th Street Station's Upper Level will continue to cause train delays well into the summer. On June 3, with completion of the work on track 1, the plywood barriers on Platform A were shifted as removal of track 2 began. This is believed to be the first time since the station opened in 1933 that the entire Upper Level track structure has been renewed, including waterproofing of the concrete deck.



SEPTA issued an illustrated brochure entitled "We're working on the railroad," explaining the entire project which encompasses track and switch work from the 20th Street portal to Spring Garden Street and "CP-Arsenal" near the Civic Center. The fourth phase--installing welded rail through the area--is due for completion by early fall. AMTRAK and the City will also spend more than \$5 million to restore the dilapidated canopies and platforms on the Upper Level of 30th Street.

SEPTA's push-pull trains experienced two failures at West Trenton last month. On the morning of May 26 AEM-7 #2306 lost power and train #6323 had to be cancelled. Then, on May 31, the same thing happened to #2303 on the same train. ....Efforts to get all five Pioneer III cars running together have thus far been fruitless. Three active Pioneers are frequently assigned to Chestnut Hill East trains #6711-6754. ....Blueliner #9101, shipped in April for a burned-out transformer, was returned to service last month with a new transformer. ....Blueliner #9123 caused some excitement in Suburban Station on two evenings in late May when a defective pantograph triggered some spectacular arcing as train #6756 pulled into the station. ....Fox Chase train #805 snagged the overhead wire at Newtown Junction at 7:30 AM May 9, causing rush-hour delays on Routes R1, R5 and R8. Defective catenary was blamed. ....On the same morning, a signal failure at "CP-Arsenal" stopped trains on the R2, R3 and Airport Lines.

A quick-thinking SEPTA engineer "dumped the air" on his southbound West Trenton train near Noble station April 21, halting the train just 15 feet from two small children sitting on the track. The two-year-old girl and her three-year-old brother had wandered away from their parents' nearby apartment. ....Train #501 headed for Downingtown on May 18 struck and killed a local resident jogging along the AMTRAK mainline near St. Davids station. ....The same morning, train #7524 from Downingtown smashed into a large deer near Frazer. Lead MU's 171-172 had to be removed from the train. ....On the night of April 27 train #598 from Paoli collided with an abandoned automobile on the track near 36th Street in West Philadelphia. Ten passengers and three crew members were slightly injured. ....A smoky fire in AMTRAK's "Zoo" tower at 10:15 PM May 8 forced employees to evacuate the building for an hour. Several SEPTA and Amtrak trains were delayed. ....Violent thunderstorms on the night of June 1 caused power problems for SEPTA, and a downed tree near Ivy Rock halted Norristown R6 service for three hours.

Each weekend beginning April 30 SEPTA has been leasing up to eight Silverliner IV's to AMTRAK for New York-Philadelphia service. ....Ex-Reading Silverliner II's 9001-9002 have gone to Delaware Car Company in Wilmington for installation of automatic train control equipment. They will be tested for several months before additional cars are equipped. ....Silverliner II's 213 and 9010 have returned from Morrison-Knudsen's Hornell (NY) shop, the first of 38 cars to receive heavy overhaul. ....It appears that the new "Frazer service & inspection shop" will not open before August, if then. Track connections to AMTRAK's Harrisburg mainline are among the problems. ....A TV commercial for Philadelphia Gas Works was taped May 17 at Westtown station on the out-of-service West Chester Line. Silverliners were used.

Former Regional Rail Division Chief Officer James L. Cira, dismissed for allegedly double-billing SEPTA, told the Daily News last month that he had applied for the vacant general manager's job. ....Following the arson fire in March which destroyed electrical equipment on the Ivy Ridge Line and forced SEPTA to end rail service to Cynwyd, SEPTA police surveyed the system for other poorly-protected switching and signal installations. They found that more than \$20 million in such equipment is housed in unprotected sheds, seemingly awaiting the attack of vandals. SEPTA said that it will immediately begin to implement the recommendations of the police report, including placement of new chain-link fencing. ....The Environmental Protection Agency and State environmental officials last month signed an agreement with SEPTA, CONRAIL and AMTRAK for the excavation of PCB-contaminated soil from 20 residential properties near the Paoli yard and carshop. The work is expected to be finished by September 1.

SEPTA has scaled back a proposed enhancement to its automatic train control (ATC) project known as "ESP" or "enforced stop & proceed." Under mandate from the Federal Railroad Administration, SEPTA and other users of AMTRAK's Northeast Corridor must install approved ATC devices on all locomotives and control cars by July 1990--part of the fallout from the deadly accident near Chase, MD on January 4, 1987. But, as the result of a rear-end collision in Suburban Station in December 1986, SEPTA decided to add another feature to its ATC

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## PHILADELPHIA EXPRESS (Continued from Page 9)

which would automatically stop a train at a stop-and-proceed signal if the engineer fails to do so. High cost and design problems, however, have put ESP on hold, but SEPTA is seeking \$10 million from Uncle Sam and \$2.5 million from State and local sources to pay for ATC installation in its 304-car fleet of Silverliner II, III and IV's.

Ridership on SEPTA's Regional Rail system has been inching up again in the past few months, after a year-long period of little or no increase. SEPTA reports that 4.1 percent more people rode the trains in April 1988 compared with April 1987, but the hoped-for goal of 100,000 daily riders has not yet been reached. ....The Warminster Line will be shut down for about nine weeks beginning in September, so that a \$4.5-million project to replace rail, ties and ballast on the 6.5 miles of double and single main between Glenside and Hatboro can be completed. Substitute buses will be operated to handle the 2,000 daily riders who use the line.....SEPTA has renumbered its Route 126 bus running between Paoli station and the Great Valley Corporate Center. Effective in April, the line became Route 206, indicating that it's a rail feeder like Route 201 in Fort Washington.....The refurbished Berwyn station has reopened as the Frame Station & Gallery.



AMTRAK stands an excellent chance of being funded for Fiscal Year 1989, although possibly at a lower amount than the \$630 million requested by Amtrak President W. Graham Claytor, Jr. NARP Executive Director Ross Capon, however, has asked for \$650 million so that Amtrak can begin ordering new cars, needed desperately to meet growing passenger demand. In testimony on Amtrak's reauthorization before House and Senate committees, both Claytor and Capon supported the concept of a unified "Transportation Trust Fund" to allow some percentage of motor fuel taxes to be used for rail passenger improvements. Meanwhile, the House Budget Committee in approving a \$1.1-trillion Federal budget for 1989 has left spending levels for Amtrak and mass transit virtually unchanged from this year. In spite of the Reagan Administration's attempt to defund intercity rail passenger service, "Amtrak bashers (are getting) nowhere on Capitol Hill". (NARP News, Railway Age)

The National Transportation Safety Board held three days of hearings in King of Prussia during late April to probe the crash of AMTRAK's Night Owl at Chester, PA last January 29. Among facts revealed at the hearings were these: Amtrak officials knew that Operator Thomas Connor, whose error at "Hook" tower caused the accident, was a "problem" employee with frequent absences from work, and the accident might have been prevented if a panel blocking device were operational in the antiquated "Hook" tower. Conversion from the present mechanical control panel to electronic panel blocking is scheduled to be completed in July.

AMTRAK had some problems last month with brand-new F40PH #408. The unit failed on #40, the Broadway Limited, of May 7 and the train was three hours late into Philadelphia. The next day, the same unit broke down on #41, making the train an hour and a half late at Harrisburg.....Sightings on the Harrisburg line: AC-equipped F40 #202 on train #607 May 15 pulling three Capitoliners, and unrepainted "steam" E60 #953 on train #615 May 20, also with three Capitoliners.....Lancaster Chapter's May 21 excursion from Harrisburg to Mystic, CT and return went through seven locomotives. E60 #602 burned out a traction motor in New York, F40's #334-404 developed an overheated power cable on the Shore Line, AEM-7's 940-945 lost head-end power on the return trip, as did E60 #603 which took over the train at New York. This required helper E60 #605 to be added at Philadelphia.

AMTRAK's revenue for charter trains and private car movements reached almost \$5 million last year. For the first quarter of FY 1988 special movement revenue exceeded \$1 million, a 22-percent increase over the same period a year ago. Since 1981 private car revenues have grown by more than 400 percent (Amtrak Newsbreak). ....Another car has been added to the Juniata Terminal stable in North Philadelphia. Belle Terre, the 1948-vintage ex-Burlington round-end obs car Minneapolis Club, arrived in Philadelphia April 16 on train #40. ....Philadelphia-based Silver Carpet Lines has acquired ex-VIA 38-seat club-galley #663 Club de la Garrison (Private Varnish).....AMTRAK AEM-7 #904, one of the units derailed in the January 29 crash of the Night Owl in Chester, has been rebuilt at Wilmington shops and should soon be back in service (Wilmington Chapter Transfer Table).

AMTRAK expects to formally accept its new CETC center at 30th Street Station this month from the contractor, Chrysler Corp.....AMTRAK's 1988 maintenance program includes replacement of 23,271 defective wood ties on the Philadelphia and New York Divisions (Newsbreak).....Kiplinger Washington Letter reports that AMTRAK plans an across-the-board rate increase of about four percent on June 1.....PennDOT has decided not to proceed with its proposed study of rail passenger service in the Philadelphia-Harrisburg corridor (Delaware Valley Rail Passenger).



SEPTA's board last month approved a \$550-million operating budget for Fiscal Year 1989 beginning July 1. No fare increases are included in the budget, but SEPTA has warned that without increased funding the years 1990 and beyond will see major cutbacks in service.....SEPTA continues to search for a new general manager to replace William G. Stead, who resigned last December. Press reports indicate that the list of candidates has narrowed to five, with Alfred H. Savage, the 58-year-old executive director of the Niagara Frontier Transportation Authority in Buffalo, having emerged as the favorite. Savage formerly managed the rail-oriented Toronto Transportation Commission. Other known candidates are Anthony Kouneski, 47, general manager of Capital Metro of Austin, TX; George W. Heinle, 60, general manager of NJ TRANSIT BUS OPERATIONS; Charles W. Thomas, 48, SEPTA's assistant general manager-operations; and Robert T. Wooten, 45, assistant general manager for public affairs. MSL International, an executive search firm hired by SEPTA, last month withdrew from the effort, citing "leaks" of confidential information from the SEPTA board.

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## PHILADELPHIA EXPRESS (Continued from Page 10)

Montgomery County Commissioners have appointed Temple University Law Professor Charles H. Rogovin, 57, to the SEPTA board, replacing former Chairman Lewis F. Gould, Jr., who resigned from the board in March. Rogovin has no background in transportation but is a nationally-known expert in law enforcement.....SEPTA will pay the legal fees of ex-Chairman Gould, who has been named a defendant in a suit filed by former Assistant General Manager Frank Wilson to recover severance pay which he said is due him under a contract signed last year. Wilson, 39, now operations chief for CHICAGO TRANSIT AUTHORITY, was praised in a recent Chicago Tribune article for his "remarkable frankness and his hard-charging approach." John Hoellen, chairman of the CTA board's operations committee, said that Wilson "has been a breath of fresh air to a stifled administration." Others, however, see him as "high-handed, arrogant and a 'true Eastern type.'"

Several political events in Philadelphia last month may have long-range effects on SEPTA. First, the City Planning Commission released a long-range plan for the growth of center city Philadelphia. Among the recommendations directly relating to SEPTA were construction of a Market-Frankford Line subway station at 21st & Market Streets and rerouting of all SEPTA buses off Chestnut Street east of the Schuylkill River. Secondly, City Council approved a \$1.95-billion budget for the fiscal year beginning July 1 which includes dramatic increases in the business privilege tax, the use-and-occupancy tax and the real estate transfer tax, all of them viewed as reasons for businesses to flee the City. (The budget provides \$42 million for SEPTA but includes no money for Mayor Goode's recently-created Office of Transportation, headed by Denise L. Goren.) Then there was the City's long-sought agreement with the Reading Company to buy the Reading Terminal trainshed and other properties for \$32.2 million, clearing another obstacle to construction of the proposed \$468-million center city convention center. Finally, State Transportation Secretary Howard Yerusolim became a member of the policy committee for the study of future mass transit services in the SEPTA region, currently being put together by Consultants Peat Marwick Main & Company for the Delaware Valley Regional Planning Commission.

SEPTA last month issued its annual report for the year ended June 30, 1987. The glossiest, most colorful report in SEPTA's history, its first page includes a photo of smiling former Chairman Lewis F. Gould, Jr. and former General Manager Joseph T. Mack, posing in front of Kawasaki trolley #9008. Statistics shown include total passenger trips of 227.7 million for the year on transit and 22.9 million on Regional Rail, and labor costs making up 56.3 percent of total operating expenses. Total operating revenues were \$329.3 million, total subsidies \$206.2 million and total expenses \$533.3 million. Operating revenues made up 61.5 percent of income, State subsidies 23.8 percent, Federal subsidies 5.7 percent and local subsidies 9.0 percent.

Admitting that it does not have the money to cover an anticipated \$75-million shortfall on the first phase of the Frankford elevated rebuilding project, SEPTA on June 3 put off a meeting with Federal officials to explain how it will complete the project. SEPTA's staff is said to be discussing a \$140 million bond issue to cover this and other financial gaps. SEPTA has never used its statutory authority to issue bonds because of a fear that it couldn't get the ratings to do so successfully, but new Chairman J. Clayton Undercofler III now says "I think we can."

SEPTA plans to order a new signal system for its ex-P&W Norristown High Speed Line, which would include cab signals and train control.....SEPTA is probably going to proceed with relocating the anticlimbers on its CTA cars, so that they will be compatible with those of the Bullets.....Rededication of 69th Street Terminal is scheduled for September, when the current \$14 million rebuilding project will be completed.....SEPTA is rethinking its work shift policy which now allows operators to work two shifts within 24 hours. The subject surfaced after the operator of a Route 11 trolley apparently fell asleep just before his car crashed into a subway wall at 33rd Street.....Car #9107 derailed at the Yeadon loop on May 10, injuring the operator, three passengers and the driver of an auto that was struck by the derailed car.....Lawyers for a group of disabled persons have filed suit to stop work on SEPTA's \$20-million reconstruction of Olney subway terminal because it will not be accessible to handicapped, the Inquirer reported last month.

## CONRAIL



CONRAIL has received most of the 30 new General Electric 4,000-hp B40-8 diesels numbered 5060-5089. In its first public underwriting of debt securities, Conrail issued \$41.3 million in equipment trust certificates to finance the locomotives and 480 full-enclosed tri-level auto racks. The certificate received Standard & Poor's highest bond rating, "AAA".....CONRAIL announced that it will acquire 50 six-axle high-horsepower locomotives next year, 25 of them 3,800-hp SD60's from General Motors' London (Ont.) plant and an equal number of 4,000-hp GE C40-8 units from the builder's Erie (PA) works. The orders add up to about \$65 million.....CONRAIL has retired 30 of its long-stored GP9 locomotives, but 66 of the first-generation units remain on the roster.

CONRAIL and the SANTA FE have jointly won 1988's top Golden Freight Car Award for marketing achievement, presented annually by Modern Railroads Magazine. The award recognizes the new high-speed transcontinental piggyback service established last year, known as the "California Connection" which runs from North Jersey to Los Angeles on a 76-hour schedule. The train operates as TVLA on Conrail.....CONRAIL said last month that it may relocate its center city Philadelphia headquarters to a single building by 1992, when its current lease at Six Penn Center expires. General office employees also occupy space in the new One Liberty Place and at 15 North 32nd Street. The railroad also said that it is considering sites outside of Philadelphia, but denied that this announcement had any connection with the new business taxes approved by City Council (see above).



# Conrail Locomotive Poster

(Corrected to June 1, 1988)



ROAD NUMBERS	MODEL	BUILDER	HORSEPOWER	WHEEL ARRANGEMENT	TOTAL UNITS
*1000 - 1023	MT4	Alco	1000	B-B	24
*1100 - 1128	MT6	Alco	1000	C-C	29
1600 - 1699	GP15-1	EMD	1500	B-B	100
1900 - 2023	B23-7	GE	2250	B-B	117
2169 - 2249	GP30	EMD	2250	B-B	63
2250 - 2394	GP35, 35M	EMD	2500/2250	B-B	59
2700 - 2798	U23B	GE	2250	B-B	97
2800 - 2816	B23-7	GE	2250	B-B	17
2971 - 2974	U36B	GE	3600	B-B	4
3000 - 3274	GP40	EMD	3000	B-B	69
3275 - 3403	GP40-2	EMD	3000	B-B	127
3620 - 3691	GP35, 35M	EMD	2500/2250	B-B	29
4020 - 4022	E8A	EMD	2500	A1A-A1A	3
5000 - 5059	B36-7	GE	3700	B-B	58
*5060 - 5089	B40-8	GE	4000	B-B	30
5400 - 5462	GP8	EMD	1600	B-B	48
6000 - 6021	C39-8	GE	3900	C-C	22
6240 - 6357	SD40	EMD	3000	C-C	108
6358 - 6524	SD40-2	EMD	3000	C-C	165
6550 - 6599	C30-7A	GE	3000	C-C	50
6600 - 6609	C30-7	GE	3000	C-C	10
6610 - 6619	C32-8	GE	3150	C-C	10
6620 - 6644	C36-7	GE	3750	C-C	25
6654 - 6666	SD45-2	EMD	3600	C-C	13
6700 - 6834	SD50	EMD	3500/3600	C-C	135

## NOTES:

Certain number blocks are not complete.

Approximately 300 of above units are stored.

\* - Slug units converted by CR, GE.

\*\* - New units delivered in 1988

ROAD NUMBERS	MODEL	BUILDER	HORSEPOWER	WHEEL ARRANGEMENT	TOTAL UNITS
6840 - 6842	SD60	EMD	3800	C-C	3
6900 - 6918	U23C	GE	2250	C-C	18
6925 - 6959	SD38	EMD	2000	C-C	35
7001 - 7483	GP9	EMD	1750	B-B	66
7513 - 7597	GP10	EMD	1850	B-B	75
7635 - 7939	GP38	EMD	2000	B-B	148
8040 - 8281	GP38-2	EMD	2000	B-B	235
8600 - 8621	SW8	EMD	800	B-B	10
8632 - 8646	SW900	EMD	900	B-B	8
8666 - 8687	SW8M	EMD	800	B-B	13
8690 - 8698	SW8	EMD	800	B-B	3
8701 - 8721	SW900	EMD	900	B-B	15
8838 - 8919	SW7	EMD	1200	B-B	21
8922 - 9025	SW9	EMD	1200	B-B	28
9037 - 9097	SW7	EMD	1200	B-B	15
9121 - 9140	SW9	EMD	1200	B-B	6
9315 - 9381	SW1200	EMD	1200	B-B	61
9400 - 9424	SW1001	EMD	1000	B-B	25
9500 - 9620	SW1500	EMD	1500	B-B	116
9621 - 9630	MP15	EMD	1500	B-B	10

TOTAL CONRAIL UNITS

2323

## BUILDER ABBREVIATIONS:

Alco - American Locomotive Company/Alco Products, Inc.

EMD - Electro-Motive Division, General Motors Corp.

GE - General Electric Company

## GIANT "GARDEN STATE IN '88" CONVENTION TO BEGIN JULY 23

Members wishing to attend the "Garden State in '88" national convention and who have not yet ordered their tickets are urged to do so without delay.

A total of 101 separate events are programmed for the NRHS gathering based in Somerset, NJ July 23-31, sponsored by the Tri-State Chapter. A complete brochure and order form was mailed to all members on May 2, and some events may already be nearing their capacity.

Numerous long-haul rail trips are scheduled, including steam excursions behind ex-Nickel Plate Berkshire #765 to Reading, Jim Thorpe, Harrisburg and Port Jervis, NY, two diesel-powered runs along Conrail's scenic River Line to Selkirk, NY and return, two circle trips on the Susquehanna Railway's newly-rebuilt line over Sparta Mountain with return via Conrail's Southern Tier route, and a Chemical Coast excursion on ex-Lehigh Valley, Jersey Central and Pennsy trackage. The annual banquet, seminars, night photo sessions and a host of tours to historic sites, sporting events, shopping areas and railroad terminals--plus two sure-to-be-popular harbor cruises--crowd the very busy nine-day calendar.

Philadelphia Chapter members, who live within hours of the convention, should fill out their order forms, write a check and mail immediately! The address is: 1988 NRHS Convention, P. O. Box 11666, Newark, NJ 07101-4666. Questions may be directed to the convention hotline at 201-272-0527.

## "CINDERS" SURVEYS AREA TOURIST ROADS (Continued from Page 8)

WILMINGTON & WESTERN RAILROAD, Route 41, MARSHALLTON, DE (Telephone 302-998-1930)

Schedule: Sundays (except last Sunday of each month): Leave Marshallton (Greenbank station) for Mt. Cuba 12:30, 2:00, 3:30 PM.

Sundays (June 26, July 31, August 28, September 25): Leave Marshallton (Greenbank station) for Hockessin 12:00 Noon, 2:30 PM.

Fares: Marshallton-Mt. Cuba, adults \$5.00, children (2-12) \$3.00.

Marshallton-Hockessin, adults \$9.00, children (2-12) \$5.00.

Distance: Marshallton-Mt. Cuba 4 miles, Marshallton-Hockessin 10 miles.

Probable Power: Steam 2-8-2T #37; Diesel SW1 #8408, S2 #3, railcar #4662.

Added Attractions: Brandywine Valley Rail Rambles (4 hours) along former Reading Wilmington & Northern branch September 24, October 1 departing Greenville, DE at 11:00 AM (for reservations, telephone 302-999-9008). "Doodlebug Saturdays" June 25, July 30, August 27 from Marshallton to Hockessin and return with #4662, departing 12:00 Noon, 2:30 PM. July 4 special from Hockessin to Ashland and return, departing 12:00 Noon, 1:15, 2:30, 3:45 PM. Autumn leaf specials October 15, 22, 29 from Marshallton to Hockessin and return, departing 11:00 AM, 2:00 PM. "Halloween Ghost Train" October 30. Flea market at Greenbank station every Saturday and Sunday.

## PHILADELPHIA EXPRESS (Continued from Page 11)

CONRAIL ran an "Operation Lifesaver" special from Philadelphia to Millville, NJ and return on May 20 to promote grade crossing safety. Groups of schoolchildren, members of the media and State and local officials rode the train, which consisted on E8 locomotives #4021 and 4020, dormitory #11, coaches #25 and 26, conference car #12 and observation car #10.....The 44-car Ringling Bros. "Blue Unit" circus train arrived in South Philadelphia at 9:50 AM May 30 from Portland, ME, via GUILFORD and CONRAIL.....The 52-car Strates carnival train arrived in Philadelphia on June 6 enroute from Norfolk, VA to New Haven, CT via CSXT-CONRAIL. The train will return to Harrington, DE for the Delaware State Fair on July 17.....That NORFOLK SOUTHERN business car 100 Pocahontas advertised in the current issue of Trains has been sold to CONRAIL.

CONRAIL suffered two serious derailments in Philadelphia last month. At 2:50 AM on May 11 Selkirk (NY) to Potomac Yard train SEPYO struck an open switch on the ex-Reading Trenton Line near Byberry Road, derailing three locomotives and 15 of 65 cars as it careened into the siding of Interstate Steel Company. The switch has been vandalized. The lead unit, C30-7A #6561, flipped on its side but C30-7A #6551 and C32-8 #6612 remained upright. Three crewmen were injured.....Two days later train ALCA3 enroute from Allentown to Camden with 107 cars derailed four cars along AMTRAK's mainline near Fairhill yard in North Philadelphia. Two-hour delays to passenger trains resulted.....Trackwork on CONRAIL's Lehigh Line in New Jersey has caused the detouring of some freight trains via former Reading lines through Philadelphia.

CONRAIL announced last month that it had reached a \$58-million agreement to settle all claims for the 16 deaths that resulted from the collision between AMTRAK's Colonial and three Conrail locomotives near Chase, MD on January 4, 1987. Conrail said that it was not conceding liability for the accident and that it will pursue legal action to recover the amount of damages from Amtrak under an existing indemnity agreement. In January, Conrail established a \$7.5-million fund to settle injury claims arising from the accident.....On May 24 CONRAIL and the City of Camden dedicated a new stone unloading facility at Pavonia which replaces an old trestle at Coopers Point yard on the Delaware River. This permits abandonment of former PRSL trackage on Delaware Avenue in Camden which served Coopers Point.....Train TV-171, the "Orange Blossom Special", had rare CSXT GE BQ23-7 #3002 on the point June 5 as it passed Philadelphia southbound. Only ten of these end-cab units were built.

## PENN'S LANDING TROLLEY TO "ABANDON" DELAWARE AVENUE

At a meeting last month with the Philadelphia Port Corporation and City representatives, officials of Buckingham Valley Trolley Association were informed that they will have to give up their Penn's Landing Trolley operation before the end of the year.

This news came after several months of indecision on the part of the City, while a consultant's report on the future of the Penn's Landing area was being prepared. BVTA leaders have now found that there is no meaningful support in Mayor Goode's administration for keeping the popular trolley line in business.



Currently operating with ex-Red Arrow lightweight car 80 and former Philadelphia & Western interurban #46, the one-mile line along Delaware Avenue has increased its ridership each year since moving to Penn's Landing in 1982. During the 1987 season BVTA's cars carried some 16,500 revenue passengers. But eviction from the shop area on Pier 5 two years ago, to make way for the residential development of the structure, has made maintenance work difficult. There is storage space for three cars in the present "carbarn" at Pier 9 but no shop facilities, and BVTA had earlier been warned that it might be forced to vacate by November 1. The City has now confirmed this date, but has been unable to locate alternate facilities for the trolley shop.

A further blow is the Port Corporation's expressed desire that BVTA remove its large fleet of stored cars from the north apron of Pier 38 South within the next few months, again because of redevelopment plans. This will be a difficult and costly task.

Thus it becomes increasingly likely that BVTA will accept the invitation of Philadelphia Electric Company to move its trolley operation to a segment of former Conrail/Reading track now owned by PE near suburban King of Prussia, PA. Another offer has come from a developer at Oaks, PA, near Phoenixville, where a section of Conrail-owned ex-Pennsylvania Railroad branchline may become available, and the operators of New Hope Steam Railway have suggested that BVTA return to its former base at Buckingham Valley, PA. A decision on these options is expected by this summer.

Meanwhile, those wishing to ride #46 or 80--or newly-refurbished car #76--along Delaware Avenue are advised to do so this spring or summer season. It appears that 1988 will be the final year for the much-loved Penn's Landing trolleys.

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