



CINDERS

SEPTEMBER 1995



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Volume 56

Newsletter of the

Number 8

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

OUR MEETING:

FRIDAY EVENING, SEPTEMBER 15, 1995

Eakins Lounge, Alumni Hall, Thomas Jefferson University,
1020 Locust Street, Philadelphia, PA (three blocks
south of Market East Station)

Dinner at 6:15 PM (\$19.50 per person), Meeting at 7:30 PM

Parking in Wills Eye Hospital garage, 9th Street above
Locust (\$5.00 after 6 PM), or Parkway Garage, also 9th
above Locust (\$5.75 after 6 PM), Downtown Garage, Walnut
Street east of 10th (\$5.00 after 6 PM)

Our September 15 meeting will be a "Show and Tell" program featuring our members. You are invited to bring your slides of any rail subject taken on or after March 1, 1995. There was so much going on over this past summer that nobody could see it all, so each of you is invited to provide a sample of what you saw through your camera lens this summer. Please give your name to Senior Vice President Les Dean before the meeting, or at the break.

Our usual sit-down dinner will be held in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$19.50 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, SEPTEMBER 12, 1995 to National Director Frank Tatnall at 610-828-0706. This is a strict deadline, and we ask that you please specify when ordering if you desire a fish dinner.

We're sure many of you had an interesting summer following the rail scene. Please come and share your experiences with the color slides you took at our September 15 meeting.

Looking forward, our October 20 meeting will feature Frank Tatnall and his highly acclaimed slide program from the 1995 NRHS Convention, "CATENARY TO HARRISBURG". You'll want to mark your calendar and be sure you're on hand to look at this fine presentation of Pennsy electric oldies! Our November 17, 1995 meeting will feature our annual Railroadiana Auction.

CHAPTER BUS TRIP TO EBT SET FOR OCTOBER 1

Philadelphia Chapter will visit the historic East Broad Top narrow-gauge railroad en masse on Sunday, October 1. On that date the Chapter will sponsor a chartered motorcoach trip to EBT at Rockhill Furnace, PA, to take advantage of the EBT's revival after what was feared to be a permanent shutdown.

The Martz coach will leave 30th Street Station (29th Street side) promptly at 8:30 AM, picking up at SEPTA's Gulph Mills station (east side parking lot) at 8:50 AM. Return to 30th Street is expected to be about 8:30 PM. Upon arrival, activities will include a round-trip ride on the 1 PM EBT train to Colgate Grove, a special tour of EBT's turn-of-the-century shop and rides on the adjacent Rockhill Trolley Museum electric line hopefully using a former Philadelphia & Western Bullet car. Eating places will be available in Orbisonia-Rockhill Furnace, or passengers may bring their own food (coolers are welcome).

The cost for all events is only \$42 per person, but space on the bus is limited (a second coach is not available). Obtain reservations from: Marie K. Eastwood, Secretary, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing check payable to "Philadelphia Chapter NRHS." Reservations will also be taken at the September 15 Chapter meeting, if space is still available.

EBT is well worth a visit--especially when someone else does the driving. Sign up now for this early fall excursion to a unique operating railroad!

FOUR CHAPTER MEMBERS TO RECEIVE 25-YEAR PINS

Four more members of Philadelphia Chapter have become eligible for the NRHS 25-year service pins. They are R. T. Cooney, Jr., F. Paul Kutta, Walter G. Stringer and J. William Vigrass. Where possible, the silver pins will be presented personally by Chapter officers.

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

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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Eakins Lounge, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner at 6:15 PM (\$19.50 per person), Meeting 7:30 PM.

ANNUAL MEMBERSHIP DUES: \$28.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only status.

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. PLEASE INCLUDE NEW PHONE NUMBER!

CINDERS is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding **Cinders** should be directed to the Editor at P. O. Box 7302, Philadelphia, PA 19101-7302.

EXCHANGE COPIES SHOULD BE SENT TO: R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

CHAPTER'S RAILFAN STORE OFFERS TIMELY GIFTS

As a reminder for the upcoming holiday season, Philadelphia Chapter is still offering a number of gifts for that deserving railfan (or for yourself):

FP7 T-Shirts - Featuring a unique designed created by Joe Mannix of our Reading FP7's emerging from the Reading Terminal trainshed. Available in M, L, XL and XXL sizes. Price to members \$10 each (non-members \$12). If ordering by mail, please add \$3 for postage and handling (\$1 for each additional shirt sent to the same address).

Paoli Shop Booklet - This specially-produced 8-1/2 x 11 publication with color covers commemorates the 80 years of service provided by this Pennsy shop prior to its closure earlier this year. Price: \$5 per copy, including tax and postage.

Reading Railroad Videos - "Vignettes of the Reading Co.," Vol. 1 and the newly-produced Vol. 2, each contain some 60 minutes of action along the Reading. Vol. 2 includes latter-day scenes, among them the dedication last May of NRHS-owned FP7's #902 and 903. Both of these professional videos are excellent values and may be purchased for \$35 each, including tax and postage.

Mail orders should be addressed to:

Philadelphia Chapter, NRHS
P. O. Box 7302
Philadelphia, PA 19101-7302

Checks should be made payable to "Philadelphia Chapter NRHS" and three weeks allowed for delivery. All of these items will also be available for sale at the September 9 picnic at Pocopson, PA and at the September 15 Chapter meeting.

HUGE C&O ENGINE ARRIVES AT NEW HOPE

Ex-Chesapeake & Ohio 4-8-4 #614, famed for its Chessie excursion service, was moved from the B&O Museum in Baltimore to Philadelphia in late July via a CSX special move. Then in the pre-dawn hours of July 31 a SEPTA crew using RL1 #60 towed the huge engine to Ivyland where it was turned over to the New Hope & Ivyland. The next day NH&I safely moved the 330-ton locomotive into New Hope, making the 17-mile move in less than three hours with no problems encountered on the Rushland bridge or the "Pearl White" span in New Hope.

During a press briefing on August 24, well-known Railfan Ross Rowland who formerly owned the 614, and NH&I President Robert Buzzard, jointly announced that they planned to operate the big Greenbrier under steam by next spring, and possibly move it off-line for excursions on SEPTA or NJ Transit. Inspections and necessary mechanical work will begin soon. Meanwhile, ex-National of Mexico 4-8-4 #3028, leased by NH&I last winter, is in the New Hope shop being readied for active service next year. The 614, in gleaming paint and with all rods restored, is displayed on a siding opposite the NH&I's ex-Reading passenger station which dates from 1891. Buzzard said that since he purchased the NH&I five years ago, his group has spent over \$2.5 million in rebuilding the once-neglected railroad. Daily operations continue using 2-8-0 #40 and rare RSC2 diesel #1513.

LANCASTER CONVENTION VIDEO NOW AVAILABLE

The official authorized video album of the 1995 NRHS national convention, headquartered at Lancaster, is now available from the sponsoring Lancaster Chapter. The video covers major convention events, with emphasis on all of the excursions. Fifteen different steam locomotives are seen in action, along with numerous diesels including Philadelphia Chapter's #903 on the June 29 excursion over the Reading & Northern Railroad.

The price is \$37 per copy, including tax, shipping and handling. Orders should be mailed to:

Lancaster Chapter NRHS
Video Album
P. O. Box 643
Quarryville, PA 17566-0643

PHILADELPHIA



FRANK G. TATNALL, JR.

Reorganization of SEPTA's Railroad Division (see August Cinders) was to take effect September 1. The railroad has been divided into three regions, with the intent of bringing management closer to the customers and becoming more responsive to their needs. This restructuring, by far the most wide-ranging since RRD's formation in 1983, was orchestrated by Assistant General Manager Michael Burns with strong support from senior management.....R6 Cynwyd service was resumed on July 27, eight days after a fire in a West Philadelphia warehouse weakened a wall adjacent to the track. The wall had to be demolished.

Welded rail work on the Mainline south of Lansdale continues, with completion set for the spring of 1996. Effective August 21, weekday train service was reduced between Ambler and Lansdale, as tie replacement and track surfacing began south of Gwynedd Valley. During mid-morning and afternoon every other R5 train is being turned at Ambler instead of at Gwynedd Valley..... Ditch lights are being installed on SEPTA cars, by Federal order, but are mounted on the cab ends below the windows, so they scarcely qualify as "ditch" lights which are usually mounted below the carbody. None has yet been observed in operation.



The new "Frazer" interlocking, which AMTRAK will install at the east approach to SEPTA's Frazer shop in Chester County, is due to be activated in December. It will save considerable time as compared with the existing access from the Downingtown end.....Plans for a new Paoli Transportation Center are being discussed by county and township officials, SEPTA and AMTRAK personnel. The preferred option is to build a new rail station in the vicinity of the now-closed Paoli shop, with parking capacity designed to meet the demands of an anticipated 22-percent increase in area population over the next 20 yearsChester County, the ex-Pennsy stainless-steel sleeping car which was stored near Paoli shop for at least two decades, has been moved to the shop site for scrapping. Its former owner died and his heirs turned the derelict car over to SEPTA.

New crossing protection is in the offing for North Wales, following a \$1.7-million commitment from the Federal government to cover 90 percent of the cost. The issue became heated after a ten-year-old resident was struck and killed by a SEPTA train at the Main Street crossing in 1993. There are five Mainline grade crossings in the borough.....A July 31 Inquirer article reported that West Chester borough officials are hoping to start a tourist railroad operation by next spring over the largely-unused SEPTA branch between Glen Mills and West Chester. A group known as Four States Rail would operate the diesel-powered service..... SEPTA has acquired ex-ILLINOIS CENTRAL caboose #199315, to be assigned to a rail grinding train. SEPTA now owns four cabooses.....Arthur F. Loeben, 75, the longtime director of the Montgomery County Planning Commission and an ardent opponent of restoring train service to Newtown, plans to retire this fall.



SEPTA and all other U.S. transit systems are tightening their belts. They will suffer a cut in Federal operating funds for the new fiscal year, but how much is uncertain in early September with the 101st Congress in recess. Under different bills approved by the House and Senate this summer, SEPTA can expect to see its funding slashed from \$24 million this year to about \$13.5 million next year. Congressional budget cutters may turn public transit into an "endangered species," said General Manager Louis Gambaccini. Still, he hopes to avoid a fare increase or service cutbacks as a result of the proposed legislation. Fighting a rear-guard action are several local Congressmen, including Jon Fox of Montgomery County and Thomas Foglietta of Philadelphia, who promise to try to restore some of the lost funding.

SEPTA's new Welcome Line service has been up and running this summer but, because of the extremely hot weather in July and part of August, air-conditioned Kawasaki cars were often substituted for the PCC's. Thus far, only refurbished PCC's 2728 and 2799 have been seen. The Zoo cars operate every half-hour between 10 AM and 6 PM Saturdays and Sundays, while the Route 51 loop cars run every 20 minutes on 11th & 12th Streets. Principal boarding area is on 12th Street below Arch, adjacent to the Pennsylvania Convention Center and Market East Station--site of next month's TrolleyFest '95.....Kawasaki cars will continue to operate on Route 15-Girard Avenue until the completion of street work on Lancaster Avenue allows the restoration of trolley service on Route 10. SEPTA distributed new Route 15 timetables effective June 18 with the drawing of a Kawasaki car on the cover, indicating that rail service was being restored to Girard Avenue after a two-year absence. But an alternate Route 15 bus schedule, complete with bus drawing and also showing a June 18 date, also got out to timetable racks in error, causing some confusion.

SEPTA last month replaced the ancient Red Arrow bridge which carries Route 101-Media and Route 102-Sharon Hill cars over Naylor's Run in Upper Darby. The old span was closed on July 29 and the new bridge opened for service August 13, with substitute bus service provided during the outage. In addition, the badly-worn

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specialwork just west of 69th Street Terminal was replaced. The nine concrete piers for the new Naylor's Run bridge were installed well in advance below the old structure, to save time. These projects are the latest in a years-long program to upgrade the Red Arrow trolley routes, which included such major improvements as overhead wire compatible with pantographs and minor touches like the new brown station signs. The Oakview trestle on the Sharon Hill line is also undergoing heavy repairs.....Work is well along on the rebuilt 72nd Street shop, handling N5 Norristown cars. The reborn building has received a new outer skin complete with huge SEPTA logos.

SEPTA has launched a new drive to boost its sagging ridership, especially on the City Transit Division which is still feeling the effects of last spring's two-week strike. There will be a new ad campaign and a new slogan, "At Your Service," replacing the current "Better Than Driving." Hopefully, this new theme will be more successful than such past tag lines as "We're Getting There" and "You Can't Beat the System." Other lures will include on-time guarantees for passholders systemwide, instead of just on Regional Rail and the subway lines, with money-back credits offered if a bus or trolley is more than 15 minutes late. Discount tie-ins at stores and restaurants will also be promoted. TV ads of ten and 30 seconds will push the new service theme, and SEPTA is even thinking about producing a longer TV "infomercial," stressing how easy it is to use the system and laying out a "passenger bill of rights and responsibilities." In May, weekday ridership on the transit system fell five percent to about 574,000 as compared with the same month in 1994, and that post-strike trend continued into June.

SEPTA's new transit museum and gift shop, set to open next month in the headquarters building at 1234 Market Street, is a part of the Authority's campaign to spruce up its image. A genuine PCC car, #2733, is being restored to its original 1947 appearance and will be mounted in the basement, or concourse level, in full view of passersby! Woodland shop was doing the work, according to a "Phantom Rider" report in the *Daily News*. The car will be trucked to the site and lowered into the display area with a large crane.....SEPTA reports that during the worst of the July heat wave, when temperatures in the City reached a high of 103°, its trains, buses and trolleys generally managed to "keep their cool." During a one-week period, no subway or trolley cars or Regional Rail trains reported heat-related failures and only three percent of the bus fleet experienced problems.SEPTA ran two "Clover Express" trains on the Market-Frankford Line Saturday, August 12 for the opening of the new Clover store in the midcity Gallery Mall. Special decorations and on-board entertainment were featured.

SEPTA now reports that 120 of its new Ikarus buses will be delivered to Atlanta next spring for use during the 1996 Olympic Games. The pilot unit of the 400-bus order may arrive in Philadelphia this fall, with 20 more to come in early 1996. Many transit authorities are contributing to a massive bus fleet which will ferry spectators to and from Olympic events.....SEPTA has returned the Flyer-built demonstrator bus that ran for a time last spring on Routes 6 and 38.....A dedication was held August 17 in Abington for the new Route 77 bus line, which operates between the Northeast and Chestnut Hill. Member Bill Polk, who helped spearhead the long effort to establish the route, was cited by Montgomery County Commissioners Mario Mele and Joseph Hoeffel during their remarks. One suggested that the occasion be dubbed "Bill Polk Day"..... DVARP reports that the Federal Transit Administration has ordered SEPTA to repay part of a past capital grant, when it learned that 60 surplus trackless trolleys have been placed in storage.....SEPTA has reached agreement with Local 500 of the Teamsters Union which represents 350 clerical workers. The three-percent-per-year pay increase follows the pattern of last spring's settlement with the Transport Workers Union.


Amtrak

AMTRAK is in real trouble in Washington, facing possible liquidation when the new fiscal year begins October 1. While Amtrak asked Congress for an operating grant 30 percent lower than this year, and both the Senate and House have voted some money, Amtrak will not get a penny unless a separate bill to reauthorize its existence is approved--and quickly. But this bill is hung up on two labor-related issues: reducing wage protection for laid-off employees from the present six years to six months, and allowing Amtrak to contract out car and locomotive repair and other work to non-Amtrak shops. The unions have resisted, fearing that such give-backs could spread to the freight railroads where many more of their members are employed.

Congressman Bud Shuster of Pennsylvania, chairman of the House Transportation & Infrastructure Committee which originated the bill, has moved toward compromise by offering to eliminate a compulsory arbitration clause, but labor has not yet signed on. Without these changes, it is likely that budget-minded House members would not approve the reauthorization bill even if it cleared the committee. *Forbes Magazine*, in an article entitled "The Featherbed Express," went so far as to call such non-action "good news." Its conclusion: "Amtrak may go bust soon, and the U.S. may finally get decent passenger train service where it's really needed"--a reference to one House measure that would privatize Amtrak once the threat of up to \$5 billion in severance payments is removed.

During the current fiscal year AMTRAK will receive \$1.02 billion in total funding from Uncle Sam, including \$393 million for operations, \$230 million in capital grants and \$200 million for Northeast Corridor work. For FY 1996 Amtrak has requested, among other things, \$260 million for operations, \$365 million for capital and \$235 million for the NEC. The House bill would provide \$216 million, \$230 million and \$100 million respectively, while the more frugal Senate would give \$185 million, \$200 million and \$130 million. But none of this money will flow without passage of the reauthorization bill first, and time is growing short.....Meanwhile, due to better than expected revenues and lower costs, AMTRAK forecasts a total improvement of \$154.4 million in its bottom line by the end of this fiscal year September 30. This is in spite of 12 percent fewer train miles following the April service cuts, while passenger revenues were \$27 million ahead of Amtrak's business plan (NARP, AAR Train-It).

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The term "Northeast Corridor" was originated in 1964 by members of the government's high-speed rail planning group, according to speakers at last month's reunion of NEC people held in King of Prussia. Robert Watson, who ran the Metroliner test program for the Pennsy in 1967-68, recalled that the top speed reached on a specially prepared track east of Trenton was 162 mph. Budd built a total of 61 Metroliner cars.....The first eight Metroliners to be scrapped were cut up recently at AMTRAK's Bear (DE) shop (Scott Spencer).....Have you noticed that Penn Coach yard near 30th Street has been virtually empty in recent weeks? It's the result of changed equipment assignments.....AMTRAK provided a special holiday treat over the Fourth of July by hanging a huge American flag above the east and west entrances to 30th Street Station.....Amtrak is offering 25-percent weekend discounts to Keystone Service customers. A newspaper coupon is required.....AMTRAK is preparing a new Keystone Travel Guide for Pennsylvania passengers (On Track).

The Broadway Limited of legend will make its last runs over the September 9-10 weekend, with private cars in Pennsy colors bringing up the rear of the last trains. A new mail-coach train named the Three Rivers will replace the Broadway between New York and Pittsburgh.....AMTRAK is running the former "American European Express" equipment on several coast-to-coast charters this summer and fall. Renamed the "American Orient Express," the 12-car luxury train has new owners after the original AEE organization went bankrupt. Chapter Member Janet Potter will serve as an on-board presenter for a Washington-to-Sacramento run later this month chartered by the National Trust for Historic Preservation. Her topic: the history and re-use of notable railroad stations enroute.....AMTRAK has issued a brochure titled "How to succeed in business without really flying," which touts its Metroliner Executive Privileges program.....Many AMTRAK and SEPTA trains were delayed the morning of August 1 when sagging catenary was discovered north of Edgemoor, DE. Catenary guy wires had been cut by vandals.

CONRAIL



Like it or not, CONRAIL finds itself caught in a whirlwind of merger rumors despite management's insistence that the road intends to stay independent. Last month, the Wall Street Journal, Philadelphia Inquirer and other publications carried major articles pointing to the likelihood of a takeover within the next two years. The most often-mentioned buyer is former suitor NORFOLK SOUTHERN which is said to be ready to increase the price it offered earlier for CR stock, though rival

CSX could play a wild-card role by demanding numerous concessions or line sales to reach the New York market. Even soon-to-be-combined BURLINGTON NORTHERN-SANTA FE is thought to be eyeing Conrail to beat out its giant competitor UNION PACIFIC. One analyst quoted in Forbes said: "I think it'll be bought by Norfolk Southern or Union Pacific over the next year. Doesn't matter...Earnings will continue to grow despite weakness in the economy. Conrail's a cash machine.".....Nonetheless, word has recently leaked out that CONRAIL itself is looking to expand, specifically toward acquiring SOUTHERN PACIFIC's Cotton Belt subsidiary from St. Louis to reach the lucrative chemical industry in Texas. This is a line that UP may well be forced to sell as part of its proposed merger with SP.

Clearance work in the Allegheny tunnel at Gallitzin, PA should be completed this month, allowing double-stack trains to roll across Pennsylvania--though the actual start date is unknown. They won't reach the Port of Philadelphia for a while yet, as CONRAIL has just begun work to lower the track through the Girard Avenue tunnel at "Zoo".....CONRAIL expects to start receiving 28 new 5,000-hp AC-drive SD80MAC locomotives from EMD next month (#4100-4127). In addition to the revised paint scheme described last issue, the units will sport huge flared radiators reminiscent of the old SD45's.....CONRAIL reported net income of \$123 million for the second quarter of 1995, versus \$101 million in the year-ago period.....Peco Energy has begun cutting down the old catenary poles along CONRAIL's Morrisville Line near Fort Hill, apparently in preparation for erecting a new transmission line.....CONRAIL has been retiring switchers in large numbers. Their roster dropped from 270 in May to 238 in July to 196 in mid-August.....Contractors began tearing up the old Reading Chester Valley branch east of Downingtown in July. It will be replaced by a hiking and biking trail sponsored by Chester County. Two years ago CONRAIL built a new connection from the paralleling Morrisville Line to serve the steel plant near Malvern.

Shortline News. BLACK RIVER & WESTERN is attempting to purchase CONRAIL's Delaware industrial track (the former "Bel-Del" branch) from Phillipsburg to Milford, NJ. It would be called the Belvidere & Delaware River (Jersey Central News).....BR&W has also taken over the switching at Union Carbide's Bound Brook (NJ) plant, assigning repainted CF7 #42.....MORRISTOWN & ERIE is setting up a new shortline at Bayway, NJ, to be called the Bay Shore Railway.....RailAmerica, parent of the DELAWARE VALLEY RAILWAY, is seeking to acquire the GETTYSBURG RAILROAD from the Cornell family.....GETTYSBURG is now running all of its passenger excursions with diesel power, following the June 16 firebox explosion in ex-CANADIAN PACIFIC 4-6-2 #1278 which seriously injured James Cornell. The engine was hauling a dinner train to Mount Holly Springs at the time of the accident, which was apparently caused by low water.

SOUTHERN RAILROAD OF NEW JERSEY plans to move privately-owned RS3M #1548 from Winslow to its newly-acquired Salem operation. SRNJ has also announced that it will begin weekend passenger excursions out of Salem on September 30, probably using ex-BESSEMER & LAKE ERIE F7's #727-728.....SRNJ has been granted permission by AMTRAK to operate over the Atlantic City line as far north as "Jersey" interlocking near the Delair bridge, possibly for interchange with Conrail.....SRNJ is acquiring 80-ton General Electric unit #801 from Northern Shipping Company in Tacony.....EAST PENN RAILWAYS has purchased ex-New York Dock 50-tonner #55 from the defunct Eastern Railcar shop in northern New Jersey. It is assigned to the little-used Kutztown branch.....READING, BLUE MOUNTAIN & NORTHERN is using its fleet of second-hand 100-ton hopper cars in coal service to Baltimore, where they are often seen in CONRAIL's Bay View yard. They carry a "QIT" logo for "Quality Improvement Team".....RBM&N absorbed the Blue Mountain & Reading on July 1, so what little traffic moves on the Temple-Hamburg line will now be handled by Andrew Muller's surviving carrier.....Several speakers, among them State Assemblyman Alex DeCroce, had some harsh things to say about CONRAIL's relations with its shortline connections during the New Jersey Freight Symposium at Morristown on June 28.



Amtrak schedules will undergo another major restructuring effective Sunday, September 10. Regrettably, the Broadway Limited will breathe its last gasp, but purists might argue that, in spirit, the train has really been the General/Trail Blazer since the all-Pullman original was altered by the Pennsy in December 1967! You'll still be able to get to Chicago, by going south to Washington, connecting to or from the Superliner-equipped Capitol Limited. You'll also be able to connect via Pittsburgh on the Three Rivers, Trains 46 and 47, for a late night connection in the Steel City. These trains will be strictly Amfleet I coaches, cafe and MHC's!

The Cardinal has won a reprieve, though, and will continue to operate on the days it now runs, but as a Washington-Chicago Superliner-equipped train. It will carry coaches, sleeper and a lounge serving tray meals. Train 79 will provide the southbound connection from New York and Philadelphia, and Train 66 will provide the northbound connection in the evening. An on-time arrival at Washington would allow a connection to the Tide-water, but the advertised connection will be to the Night Owl. Anticipated schedule for the Cardinal:

Westbound	Leave WASHINGTON	11:00 AM	Eastbound	Leave CHICAGO	8:10 PM
	Leave WHITE SULPHUR	4:32 PM		Leave INDIANAPOLIS	1:05 AM
	Leave CHARLESTON	8:05 PM		Leave CINCINNATI	5:55 AM
	Leave CINCINNATI	1:55 AM		Leave CHARLESTON	10:35 AM
	Leave INDIANAPOLIS	4:05 AM		Leave WHITE SULPHUR	1:46 PM
	Arrive CHICAGO	9:15 AM		Arrive WASHINGTON	8:10 PM

The Hoosier State between Chicago and Indianapolis will be discontinued, leaving only tri-weekly service between those two cities.

The Crescent will change its days of operation. It will remain a daily train to and from Atlanta, and will depart Philadelphia for New Orleans on Tuesday, Thursday and Saturday. It will depart New Orleans for New York on Sunday, Wednesday and Friday. On October 29, Slumbercoach service on Trains 19 and 20 will be discontinued. There will be two New York-Atlanta sleepers and a New York-New Orleans car three days a week.

The City of New Orleans will be rerouted between Memphis, TN and Jackson, MS, making stops at Yazoo City and Greenwood, MS. Service will be discontinued to Canton, Durant, Winona, Grenada and Batesville, MS.

Along the Northeast Corridor, numerous changes will also be made. Weekend Metroliners will once again leave their end terminals on the hour, but will operate on different timings than weekday trains. Service to BWI Rail station south of Baltimore will be improved, due to the increasing number of airline connections being made from Corridor trains here. Custom Class service will be added to most Boston-Washington through trains to provide a new level of service for passengers traveling longer distances on the Corridor.

Running times will be reduced on the Vermont, and this train will now operate as a through Washington-St. Albans train, and not as a connection to and from a Boston train at New Haven. Moreover, the southbound train will run two hours earlier (except Sundays, when it is two hours later), and northbound, it will run an hour later. I would hope that many of you have seen baggage cars 1800-1802, repainted with a giant, colorful Vermont logo for service on (some anonymous!) train to New England. These cars are specially equipped to carry bicycles in summer and skis in winter.

Empire Service changes will see a non-stop train between New York and Albany, leaving Penn Station at 7:05 AM and making the trip up the Hudson in 2 hours, ten minutes. Southbound, the train will leave Albany at 4:25 PM and takes three minutes longer to reach the Big Apple. The westbound through cars from Washington to Niagara Falls are being discontinued, as is the weekend New York-Toronto overnight train.

While these changes will take place September 10, Amtrak's future beyond September 30 rides on the whims of Congress, which recessed until after Labor Day without even marking up the appropriations bill for Amtrak. Given the facts of Amtrak's economic existence, the system will have to shut down on October 1 if the current game of Congressional "chicken" hasn't come to an end by then. If the Corridor does go dark, how much of NJ Transit and SEPTA will function (MARC and MBTA, for that matter, too). When the Chapter meets on September 15, there will be only two weeks to go until October 1, and hopefully we'll have some kind of feel where Amtrak is (or isn't) going! Stay tuned!

Equipment news continues to come forth, as Amtrak conducts a number of modification programs. Superliner I cars are receiving toilet modifications and at least 111 cars had been completed by mid-July. A new series of Amcoach I conversions to comply with handicapped-accessible requirements will begin with cars 21600-21639, renumbered in the order they are released. Car 21600 was 21255, and 21601 was 21087, so the renumberings will be at random. Fourteen Clocker coaches have been rebuilt, with 23 more to go.

In Connecticut, the conversion of Budd SPV's into "Constitution Liners" continue, with car 996 due out in July and 988 and 989 remaining the only Connecticut cars to be done.

At presstime, Amtrak's dual-mode locomotives 704 and 706 were testing, but the FL9's are still hanging on, and time is running short on the Empire Corridor to see these units in Amtrak colors.

(Continued on Page 7)

ON THE SCENE (Continued from Page 6)

Don't hold your breath, but work is actually in progress on the first production Viewliner sleepers, but it is unpredictable as to when we'll see them in service. For the record, the first examples are 62000-American View, 62001-Atlantic View, 62002-Autumn View and 62003-Bay View. Editor Larry Eastwood was shown photos of the interior of the 62000 by his sleeping car attendant on the Broadway Limited in August, and reports that they look quite attractive inside and will be welcomed by most passengers over the Heritage 10-6 fleet, most examples of which are getting rather tired by now.

Forty years ago, you had a choice when going to New York from the Quaker City. Then, as now, the Pennsylvania Railroad route from 30th Street to Penn Station was the dominant choice. However, the Baltimore & Ohio also had its loyal following.

In the last month of service, April 1958, B&O's 24th & Chestnut Streets station hosted seven round trips daily. The flashy Daylight Speedliner originated here for the run to Pittsburgh, using three-car Budd RDC trainsets with diaphragms, including a refreshment-diner.

Overnighter was the Metropolitan Special, carrying coaches to St. Louis and heavyweight Pullmans for St. Louis, Washington and Baltimore. There were two other trains to St. Louis and Louisville. The pride of the route was the National Limited and its later-running companion on this route was the Diplomat.

The mid-morning train to Washington was the Royal Blue, returning to Jersey City in late afternoon. It included a coach-lounge, diner, parlor and lounge-observation, mostly streamlined heavyweight cars. At Jersey City, all trains were met trainside by five bus routes serving Brooklyn and Manhattan. Specially-modified White buses (in B&O livery) were operated by Fifth Avenue Coach and typically stopped at major hotels, including the Hotel New Yorker a block from you-know-who's (the competitor) station. To get the buses under the trainshed at Jersey City required the use of a special turntable to turn the buses so they could reverse direction to pick up incoming passengers - a real rarity, indeed!

Pride of the B&O's fleet, of course, was the all-Pullman Capitol Limited, followed closely behind on the run to Chicago from Washington by the all-coach Columbian streamliner. The connecting train from Jersey City to Washington served both trains. The later Shenandoah was graced by a section sleeper-lounge to Chicago. Meanwhile, the eastbound Capitol Limited and westbound Diplomat carried a parlor and lounge-observation and through sleepers were operated to Pittsburgh and Parkersburg, WV.

Two personal recollections. At year-end, I'd sometimes meet my father at his downtown office and ride home to Somerton on the 7:40 PM West Trenton Local. It and the eastbound Shenandoah were both due at Wayne Junction at 7:51 PM and I can remember sitting as the B&O train came up the Blue Line connection - it was dark, so you could easily make out the lounge, diner, sleepers, etc. And, when I once rode the Wall Street from Jersey City, the Diplomat was about 20 minutes behind. If I was lucky, he'd catch up with the connecting MU from West Trenton to Philadelphia and sweep around the curve onto the New York Short Line at Neshaminy Falls. As the late Trains Editor David P. Morgan was once quoted - the B&O was "something old, something new, something borrowed, all in blue!"

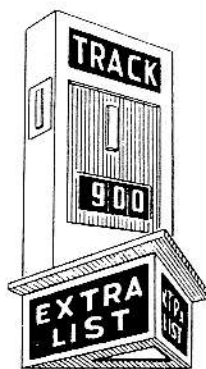
On a rather somber personal note, a good friend at Amtrak recently passed away at an untimely age. Tom Papadeas, native of Cherry Hill, NJ, had served in Operations but more recently was in Route Marketing. A tireless worker, Tom often volunteered for extra duties such as special press runs, representing Amtrak at numerous special events.

Tom was always helpful in answering occasional queries which would serve to clarify a news report and thus provide a means for me to explain an issue to our readers. He patiently provided information without compromising any situation, and thus helped us all be better informed. Following the Capitol Limited Superliner inaugural trip, I visited Tom's office and must confess that I didn't realize that the life-size photo of an individual wearing an Amtrak conductor's cap was none other than President Clinton. Amtrak, meanwhile, has lost a loyal, dedicated employee, and we'll all miss Tom Papadeas.

"AUTHENTIC, STEEL-WHEELED, ELECTRIFYING"



As the car cards say, SEPTA's Welcome Line Trolley is the real thing, not the fake rubber-tired "trolleys" seen on center city streets. Route 51 operates weekends only between 12th & Arch Streets and the Philadelphia Zoo, also in a center city loop, between 10 AM and 6 PM. Fare is only 50 cents. For information, call SEPTA at 215-580-3773.



SEPTEMBER 16, 1995: 1st annual B&O Reunion at B&O Railroad Museum, Baltimore, MD, 3 to 7 PM. Video presentations, railroad memorabilia, book signings by Authors Herbert Harwood, Jr. and James Dilts, train ride and entertainment program. Tickets: \$10 adults, \$5 children (5-12). For reservations, telephone 410-752-2393.

SEPTEMBER 16: Hillendale Fall Train Show at Hillendale Elementary School, 1850 Hillendale Road, Chadds Ford, PA, 9 AM-3 PM, sponsored by Hillendale PTO. All model gauges will be featured, with demonstrations and exhibits, food and door prizes. Admission: \$3 adults, children under 12 free. For vendor information, telephone Tom Marinelli at 610-388-1439.

SEPTEMBER 16: "Moonlight Special" on Reading & Northern Railroad from Temple to Hamburg, PA and return, sponsored by Reading Company Technical & Historical Society. Train leaves Temple 6:30 PM. Fares: \$8.75 adults in advance, \$9.75 day of trip; \$4.75 children in advance, \$5.75 day of trip. Family rates: \$24 in advance, \$28 on day of trip. Order tickets from: RCT&HS Passenger Operations, P. O. Box 15143, Reading, PA 19612-5143.

SEPTEMBER 23: Fall Train Show & Sale at Upper Darby High School, Lansdowne Avenue, Upper Darby, PA, 11 AM-4 PM, sponsored by Philadelphia Division, National Model Railroad Association. Operating model layouts, dealer tables, clinics, door prizes will be featured. Admission: \$3 per person, families \$10. For information, contact John Nawn at 610-461-8644.

SEPTEMBER 23: 15th annual Hoboken Festival at former Lackawanna Hoboken Terminal, Hoboken, NJ, 11 AM-5 PM, sponsored by NJ Transit. Admission free.

SEPTEMBER 24: Railroadiana and Model Railroad Show & Sale at Dieruff Senior High School, Irving Street, Allentown, PA, 10 AM-4 PM, sponsored by Lehigh Valley Chapter NRHS. Timetables, hardware, model and toy trains, railroad china, books for sale. Admission: \$3 per person, family \$5. For vendor information, telephone 610-261-0133.

SEPTEMBER 30-OCTOBER 1: "Planes, Trains & Automobiles" transportation show at Reading Regional Airport, Reading, PA, sponsored by Mid Atlantic Air Museum. Hours: 9 AM-9 PM Saturday, 9 AM-4 PM Sunday. Classic aircraft will be displayed, and collectibles from the rail, air, bus and steamship modes will be on sale. Transportation art show will be included. Admission: \$5 adults, \$3 children (6-12). Free parking. For information, telephone the museum at 610-372-7333.

SEPTEMBER 30-OCTOBER 8: Maryland Railfest '95 at Cumberland, MD, featuring mainline excursions on CSX, Western Maryland Scenic Railroad trips and numerous other events. For more information, telephone 800-TRAIN-50.

OCTOBER 1: Chartered bus trip to East Broad Top Railroad at Rockhill Furnace, PA, sponsored by Philadelphia Chapter NRHS. Trip is expected to include ride on EBT, shop tour, and ride on Railways to Yesterday electric operation. Trip will depart 30th Street Station (east side) about 8:30 AM, return around 8:30 PM. Stop will be made in Valley Forge area for pickup. Price: \$42 per person. Limited capacity. For information and reservations, contact: Marie K. Eastwood, Secretary, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia PA 19101-7302. Telephone 215-947-5769 between 7 and 9 PM. (Article elsewhere this issue.)

OCTOBER 1: 16th annual Train Meet at Leesport (PA) Farmers Market, 9 AM-3 PM, sponsored by Reading Company Technical & Historical Society. Admission: \$3 adults, \$1 children (5-16). For vendor information, telephone 610-777-2053 evenings.

OCTOBER 1: "Coal Mine Special" steam excursion on Reading & Northern Railroad from West Leesport to Ashland, PA and return behind 4-6-2 #425. Train leaves West Leesport 9 AM, returns about 7:30 PM. Tickets include tour of Pioneer Tunnel coal mine, ride on mine train and visit to Anthracite Mining Museum. Fares: \$49 adults, \$9 children (12 and under), vista dome \$79 adults, \$69 children. Order tickets from: Reading, Blue Mountain & Northern Railroad, Passenger Service, P. O. Box 215, Port Clinton, PA 19549-0215 (telephone 610-562-2102).

OCTOBER 7: Mainline fall foliage excursion from Cumberland, MD to Terra Alta, WV and return via CSX (ex-B&O) Mountain Subdivision, sponsored by Western Maryland Scenic Railroad and Maryland Railfest. MARC equipment will be used. Train leaves Amtrak station 9:30 AM, returns 5 PM, with three-hour layover at Oakland, MD. Fares: \$38.50 adults, \$25 children, plus \$2 handling charge per order. Order tickets from: WMSRR, 13 Canal Street, Cumberland, MD 21502 (telephone 800-TRAIN-50).

OCTOBER 7-8: East Broad Top Railroad Fall Spectacular at Rockhill Furnace, PA. Narrow-gauge steam locomotives and trains, M-1 gas-electric car will operate both days, plus guided shop tours, night train, activities at Rockhill Trolley Museum. For information, contact: Friends of East Broad Top, c/o Ruth Keller, RD #1, Box 966, Three Springs, PA 17264-9722.

OCTOBER 8: Mainline fall foliage excursion from Cumberland to Brunswick, MD and return via CSX (ex-B&O) mainline, sponsored by Western Maryland Scenic Railroad and Maryland Railfest. MARC equipment will be used. Train leaves Amtrak station 10 AM, returns 6:15 PM, with four-hour layover during Brunswick Railroad Days. Fares: \$38.50 adults, \$25 children, plus \$2 handling charge per order. Order tickets as shown in October 7 item.

OCTOBER 14: "Autumn Leaf Special" steam excursion from West Leesport to Jim Thorpe, PA and return via Reading, Blue Mountain & Northern and Carbon & Schuylkill Railroads, behind 4-6-2 #425. Train leaves West Leesport 9 AM, returns 8 PM, with three-hour layover in historic Jim Thorpe. Fares: \$42 adults, \$7 children (12 and under), vista dome \$72 adults, \$62 children. Order tickets as shown in October 1 Reading & Northern item.

EXTRA LIST (Continued from Page 8)

OCTOBER 14: Fall foliage excursion from Boston, MA to Albany, NY and return via Conrail's Boston Line, using Amtrak equipment, sponsored by Mass Bay Division RRE. Hudson River cruise is added feature. Train leaves Boston (South Station) 7:50 AM, Springfield 10:10 AM. Fares: \$54 adults (\$59 after September 24), \$28 children (\$33 after September 24), Hudson River cruise \$9 per person. Order tickets from: Mass Bay RRE, P. O. Box 4245, Andover, MA 01810-0414, enclosing stamped, self-addressed envelope.

OCTOBER 14-15: "Pocono Mountain Special" from Scranton to Pocono Summit, PA and return via former Lackawanna mainline, using ex-Milwaukee 4-8-4 #261. Train leaves Steamtown station, Scranton 9 AM, returns 3 PM each day. Eight photo runbys are planned. Fares: \$39.95 per person coach, \$100 first class, night photo session \$30, chaser's pass \$30. Order tickets from: Pocono Mountain Special, c/o Friends of 261, 4322 Lakepoint Court, Shoreview, MN 55126, enclosing stamped, self-addressed envelope.

OCTOBER 14-15: Altoona Railfest '95 at Altoona, PA, sponsored by Railroaders Memorial Museum in cooperation with Conrail. For information, contact: Convention & Visitors Bureau of Blair County, Route 220 & Goods Lane, Altoona, PA 16602.

OCTOBER 15: "Sussex Fall Foliage Express" from Hoboken, NJ to Warwick, NY and return via NJ Transit and Susquehanna, sponsored by United Railroad Historical Society. Either Erie-painted E8's or Lehigh Valley-painted F7 diesels will haul NJT equipment. Train leaves Hoboken Terminal at 10 AM, also stopping at Lyndhurst. Photo opportunities will be offered and on-board food available. Train returns to Hoboken about 6 PM. Fares: \$45 adults, \$10 children, box lunches \$6 each. Order tickets from: URHS/NJ, P. O. Box 564, Park Ridge, NJ 07656, enclosing stamped, self-addressed envelope. For information, telephone 908-671-9644 (7-9:30 PM).

OCTOBER 15: New England fall foliage excursion from Boston, MA to Windsor, VT and return via Conrail and New England Central Railroad, using chartered Amtrak train, sponsored by Mystic Valley Railway Society. Train leaves Boston South Station at 7:55 AM. Fares: \$65 adults, \$50 children (5-16), including lunch. For tickets and information, contact: Mystic Valley Railway Society, P. O. Box 486, Hyde Park, MA 02136 (telephone 617-361-4445).

OCTOBER 19: B&O Railroad Museum Director John Ott will present slide lecture on the history of the B&O Railroad and the museum collection, at Farinon Center, Lafayette College, Easton, PA, beginning at 8 PM. Lecture is sponsored by Hugh Moore Historical Park & Museums and admission is free.

OCTOBER 21: Fall excursion from Lancaster and Harrisburg to Johnstown and Pittsburgh, PA and return, including loop via freight-only Mon Line in Pittsburgh and Conrail mainline, sponsored by Lancaster Chapter NRHS. Chartered Amtrak train will be used. Fare: \$83. For tickets and information, contact: Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566, enclosing stamped, self-addressed envelope.

OCTOBER 21: Excursions on Eastern Shore Railroad between Pocomoke, MD and Parksley, VA, sponsored by Worcester-Accomack-Norhampton Daycoach, Inc. Some NRHS-owned equipment will be used. Train leaves Pocomoke 11:30 AM, 2:30 and 5:30 PM; from Parksley 10 AM, 1 and 4 PM. Parksley Fall Festival and Pocomoke City River Rail Festival will be featured. Round-trip fares: \$13 adults, \$8 children. Trips include three-and-one-half-hour layovers. Order tickets from: WAND, Inc., P. O. Box 135, Parksley, VA 23421, specifying which trip is desired.

OCTOBER 21: GATSME Lines model railroad club open house for HO and HO_{N3} layout at Madison & Prospect Avenues, Fort Washington, PA, 1 to 5 PM. Admission by donation. For information, telephone 215-646-2033.

OCTOBER 21-22: Philadelphia TrolleyFest '95 sponsored by SEPTA, 10 AM-6 PM both days. Principal location will be at Market East Station in center city, with numerous exhibitors and vendors including Philadelphia Chapter. Other events will include rides on vintage trolleys, tours of new Overbrook and 72nd Street shops, dedication of SEPTA transit museum at 1234 Market Street. For information, telephone 215-580-3773.

OCTOBER 21-22: Greenberg's Great Train, Dollhouse & Toy Show at Valley Forge Convention Center, King of Prussia, PA, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 children (6-12). For information, telephone 410-795-7447.

OCTOBER 21-22: Great Scale Model Train Show at Fort Washington Expo Center, Fort Washington, PA, 10 AM-4 PM. For information, telephone 410-730-1036.

NOVEMBER 4: "Steam in the Valley" excursion via Conrail and New England Central to New London, CT using diesel-powered Amtrak train, with transfer to Valley Railroad steam train. Special leaves Boston (South Station) 8 AM, returns at 9 PM. Fares: \$50 adults, \$40 children (5-16). Order tickets from: Mystic Valley Railway Society, P. O. Box 486, Hyde Park, MA 02136-0486 (telephone 617-361-4445).

NOVEMBER 25-26: Cheltenham Hills Model Railroad Club open house at 8000 Old York Road, Elkins Park, PA, 12 Noon-5 PM. Admission free. For information, telephone 215-357-3990.

TWO RAILROADS ANNOUNCE FALL PASSENGER EXCURSIONS

Chesapeake Railroad and Southern Railroad of New Jersey have announced a series of diesel passenger excursions for this fall. These are in addition to the regular excursion schedule on such area roads as Black River & Western, East Broad Top, Middletown & Hummelstown, New Hope & Ivyland, Queen Anne's, Steamtown, Strasburg, Wilmington & Western and Wanamaker, Kempton & Southern, all of which have issued advertising folders.

Chesapeake Railroad, which last year took over a former Pennsy branch on the Delmarva Peninsula, will operate its Pullman parlor car Defender on Sunday, September 24, October 29 and November 26 out of Ridgely, MD at 11 AM, 12 Noon, 1 and 2 PM. Fare is \$6 per person, cash only. For information, telephone 410-482-2330.

SRNJ will run trains using its pair of ex-Bessemer & Lake Erie F7's from Salem to Woodstown, NJ and return on weekends from September 30 to November 18. For information, telephone 215-634-2582.



Baltimore Division
THROUGH FREIGHT TRAIN SERVICE
(All Trains Operate Daily Except As Noted)

(CORRECTED TO JUNE 1, 1995)

EASTBOUND

TRAIN	POTOMAC YARD (VA)	BRUNSWICK (MD)	W. BALTIMORE- HALETHORPE	BALTIMORE (Bay View)	WILMINGTON (Wilmington)	TWIN OAKS (PA)	PHILADELPHIA (East Side)	PHILADELPHIA (Park Jct.)
R136	.....	Lv 0001	Ps 0145	Ps 0230	Ps 0430	.....	Ar 0530	.....
R138	.....	Ps 0425	Ps 0645	Ps 0745	(Terminates Penn Mary 0830)	.....	.....	.....
R174 (ex TU)	Ps 1415	.....	Ps 1615	Ps 1700	Ps 1845	.....	Ar 1945*	Ps 2045
R176 (ex MO)	Ps 1045	.....	Ps 1245	Lv 1430	Ps 1630	.....	Ar 1735	.....
R192	Ps 1520	.....	Ps 1730	Lv 1930	Ps 2130	.....	Ar 2235	.....
Q216	.....	Ps 2100	Ps 0045	Lv 0155	Ps 0400	Ar 0430	Ar 1000	.....
R250/Z250(MO,WE,SA)	Ps 1445	.....	Ps 1730	Lv 1830*	Ps 2030	.....	Ps 2145	Ps 2200
Q296 (ex TU)	.....	Ps 0230	Ps 0630	Lv 0730*	Ar 0915	.....	Ar 1045	.....
R346	.....	Lv 1130	Lv 1630	Ar 1800	.....	.....	.....	.....
Q400	Ps 2200	Lv 0300	.....	.....	.....	.....	.....	.....
Q406	Ps 1130	(Note 2)	Lv 1600	Lv 2100	Ar 2330	.....	Ar 0300	.....
Q410/Z410	Ps 0245	.....	Ps 0500	Lv 0615*	Ps 0900	.....	Ps 1045	Ps 1100
R412/Z412	Ps 1245	.....	Ps 1500	Lv 1615*	Ps 1930	.....	Ps 2130	Ps 2200

WESTBOUND

TRAIN	PHILADELPHIA (Park Jct.)	PHILADELPHIA (East Side)	TWIN OAKS (PA)	WILMINGTON (Wilmington)	BALTIMORE (Bay View)	W. BALTIMORE- HALETHORPE	BRUNSWICK (MD)	POTOMAC YARD (VA)
R135	Lv 0030	.....	Ps 0145	Ps 0400	Ps 0440	Ps 0720	.....
R137	(Originates Penn Mary 0400)	.....	Ps 0440	Ps 0525	Ps 0525	Ps 0735	.....
R173	Ps 0600	Lv 0645*	.....	Ps 0800	Ps 0935	Ps 1020	.....	Ps 1201
R175 (ex SU-MO)	Lv 0745	.....	Ps 0900	Lv 1215	Ps 1255	.....	Ps 1440
R191	Lv 1000	.....	Ps 1115	Lv 1405	Ps 1445	.....	Ps 1645
R217	Lv 2000	Lv 0001	Lv 0230	Lv 0430*	Ps 0515	Ps 0735	.....
Q219	Lv 2200	Ps 2245	Ps 0100	.....
Q223 (ex SU)	Lv 1700	Lv 1900	Lv 2030	Lv 2330*	Ps 0110	Ps 0230	.....
Q297 (ex MO)	Lv 1030	.....	Lv 1230	Lv 1530*	Ps 1615	Ps 1840	.....
Q341 (ex SU)	(Originates Locust Point 2245)	.....	Ps 2345	Ar 0300	.....	.....
Q375 (ex SU)	Lv 1900	.....	Lv 2100	Lv 0200*	Ps 0240	Lv 0630	.....
Q401	Lv 1130	Ps 1430
Q405	Lv 1715	.....	Lv 1845	Ps 2100	Ps 0230	(Note 1)	Ps 0415
Z409/R409	Ps 0245	Ps 0315	.....	Ps 0430	Lv 0815*	Ps 0900	.....	Lv 1230
Z413/R413	Ps 2300	Ps 2330	.....	Ps 0115	Lv 0500*	Ps 0550	.....	Lv 0900

KEY TO TRAIN SYMBOLS

R135 - Philadelphia to Chicago (TT)
 R136 - Chicago to Philadelphia (TT)
 R137 - Baltimore to Chicago (TT)
 R138 - Chicago to Baltimore (TT)
 R173 - Kearny, NJ to Jacksonville, FL (TT)
 (from Conrail TV-175)
 R174 - Jacksonville, FL to Kearny, NJ (TT)
 (to Conrail TV-176)
 R175 - Philadelphia to Tampa, FL (TT)
 R176 - Tampa, FL to Philadelphia (TT)
 R191 - Philadelphia to Atlanta, GA (TT)
 R192 - Atlanta, GA to Philadelphia (TT)
 Q216 - Detroit, MI to Philadelphia (Autos)
 R217 - Philadelphia to Detroit, MI (Autos)
 Q219 - Baltimore to Cincinnati, OH
 Q223 - Philadelphia to Chicago (Autos)
 R250/Z250 - Tampa, FL to Greenville, NJ
 (orange juice train)(Conrail CSOJ)
 Q296 - Saginaw, MI to Philadelphia
 Q297 - Philadelphia to Saginaw, MI
 Q341 - Baltimore to Brunswick, MD
 R346 - Cumberland, MD to Baltimore
 Q375 - Philadelphia to Louisville, KY
 Q400 - Hamlet, NC to Cumberland, MD
 Q401 - Cumberland, MD to Hamlet, NC
 Q405 - Philadelphia to Rocky Mount, NC
 Q406 - Rocky Mount, NC to Philadelphia
 Z409/R409 - Selkirk, NY to Jacksonville, FL
 (Conrail SECS)
 Q410/Z410 - Waycross, GA to New York (Oak Island, NJ)
 (Conrail CSOI)
 R412/Z412 - Rocky Mount, NC to Allentown, PA
 (Conrail CSAL)
 Z413/R413 - Allentown, PA to Rocky Mount, NC
 (Conrail ALCS)

Note 1 - Makes sidetrip to Locust Point*

Note 2 - Makes sidetrip to Curtis Bay

REFERENCES

Ar - Arrive
 Lv - Leave
 Ps - Pass
 * - Crew change
 Q - Specific customer train
 R - Regular manifest train
 TT - Trailer train
 Z - Foreign line train

SOURCES

Bull Sheet, Allen Brougham, Editor
 Cinders Staff

UPDATE OF SHORTLINE/REGIONAL RAILROAD ROSTERS

The following additions and changes should be made to the locomotive rosters published in the February through August 1995 issues of Cinders:

BLUE MOUNTAIN & READING RAILROAD (BMRG), Hamburg, PA

BMRG merged into Reading, Blue Mountain & Northern Railroad, effective July 1, 1995

BRANDYWINE VALLEY RAILROAD (BVRV), South Coatesville, PA

Delete 8206 SW9 (Retired)

Add 8206 B-B SW7 D/E EMD 1950 Former Conrail 9045

BRISTOL INDUSTRIAL TERMINAL RAILWAY (BITY), Bristol, PA

Delete 22 RS18 (Transferred to East Penn Railways as 182)

CANTON RAILROAD (CTN), Baltimore, MD

Add Note 3: Locomotive also based at Glen Burnie, MD

DELAWARE-LACKAWANNA RAILROAD (DL), Scranton, PA

Change 2452 C-425 (Renumbered from 802)

Change 2461 C-425 (Renumbered from 811)

DELAWARE VALLEY RAILWAY (DV), Kennett Square, PA

Delete 105 GP9 (Transferred to Gettysburg Railroad)

Add EAST PENN RAILWAYS (EPRY), East Greenville, PA (Note 1)

52 B-B SW900M D/E EMD 1937 Former Philadelphia, Bethlehem & New England 52 (Note 2)

55 B-B 50-ton D/E GE 1951 Former New York Dock 55

92 B-B SW1200 D/E EMD 1965 Former PB&NE 92 (Note 3)

182 B-B RS18 D/E MLW 1959 Former Lackawanna Valley 1802

Note 1: Locomotives also based at Boyertown, Tipton, PA

Note 2: Rebuilt 1955

Note 3: Leased from Philadelphia, Bethlehem & New England

EPRY began operations July 1, 1995

EVERETT RAILROAD (EV), Claysburg, PA (Note 1)

Add 1927 B-B U18B D/E GE 1973 Former CSX 1927

Note 1: Includes Hollidaysburg & Roaring Spring Railroad (HRS)

GETTYSBURG RAILROAD (GETY), Gettysburg, PA

Add 105 B-B GP9 D/E EMD 1957 Former Delaware Valley 105

MARYLAND & DELAWARE RAILROAD (MDDE), Federalsburg, MD

Delete 200 C-420 (Sold by Delaware Coast Line to Livonia, Avon & Lakeville Railroad)

MORRISTOWN & ERIE RAILWAY (ME), Morristown, NJ (Note 1)

Add 7000 B-B GP9 D/E EMD 1955 Former NJ Transit 7000 (Note 2)

Note 1: Locomotives also based at Whippany, NJ

Note 2: Owned by United Railroad Historical Society

NEW HOPE & IVYLAND RAIL ROAD (NHRR), New Hope, PA

Add 614 4-8-4 J3A Steam Lima 1948 Former Chesapeake & Ohio 614 (Note 4)

Note 4: Owned by private individual

NEW JERSEY TRANSIT RAIL OPERATIONS (NJTR), Kearny, NJ

Delete 4326 E8A (Donated to United Railroad Historical Society)

Add 4415-4419 B-B ALP44** Elec ABB 1995

Delete 5681 GP7 (Donated to United Railroad Historical Society)

** - Equipped with head-end power

NEW YORK, SUSQUEHANNA & WESTERN RAILWAY (NYSW), Ridgefield Park, NJ

Add 2400 A1A-A1A E9A D/E EMD 1954 Former Metra/Burlington Northern 9921

Add 2402 A1A-A1A E9A D/E EMD 1955 Former Metra/BN 9915

Delete 4267 E8A (Traded to National Railway Equipment)

NIITANY & BALD EAGLE RAILROAD (NBER), Bellefonte, PA

Add 1601-1602 B-B GP8 D/E EMD 1950 Former Conrail 5401, 5405 (Note 3)

Note 3: Rebuilt from GP7's 1976

NORTH SHORE RAILROAD (NSHR), Northumberland, PA

Add 366 B-B SW8M D/E EMD 1951 Former Conrail 8769

PHILADELPHIA, BETHLEHEM & NEW ENGLAND RAILROAD (PBNE), Bethlehem, PA

Delete 52 SW900M (Transferred to East Penn Railways)

SOUTHERN RAILROAD OF NEW JERSEY (SRNJ), Winslow, NJ

Delete 2884 U30B (Sold to Wheeling & Lake Erie Railway)

(Continued on Page 12)

UPDATE OF SHORTLINE/REGIONAL RAILROAD ROSTERS

(Continued from Page 11)

	STEAMTOWN NATIONAL HISTORIC SITE, Scranton, PA					
Delete	97A	FP7	(Donated to NRHS)			
Delete	637	FP7	(Donated to NRHS)			
	STEELTON & HIGHSPIRE RAILROAD (SH), Steelton, PA					
Add	78	B-B	SW1200	D/E	EMD	
	WESTERN MARYLAND SCENIC RAILROAD, Cumberland, MD					
Add	2175	B-B	GP30	D/E	EMD	1962 Former Conrail 2175
Add	2249	B-B	GP30	D/E	EMD	1963 Former Conrail 2249
	BUILDER ABBREVIATIONS					
	ABB - Asea Brown Boveri					
	EMD - Electro-Motive Division, General Motors Corp.					
	GE - General Electric Company					
	MLW - Montreal Locomotive Works					

VOLUNTEERS NEEDED FOR FALL TRAIN SHOWS

Philadelphia Chapter intends to be represented at a host of railroad and trolley shows during this fall season. But to make this possible, more than the usual small corps of volunteers is needed from our large membership! The shows are:

SATURDAY, SEPTEMBER 23--Fall Train Show & Sale sponsored by Philadelphia Division, NRMA, Upper Darby High School, Upper Darby, PA

SUNDAY, OCTOBER 1--Train Meet sponsored by Reading Company Technical & Historical Society, Leesport, PA

SATURDAY-SUNDAY, OCTOBER 21-22--SEPTA TrolleyFest '95, Market East Station, Philadelphia

SATURDAY-SUNDAY, OCTOBER 21-22--Greenberg's Great Train Show at Valley Forge Convention Center, King of Prussia, PA

Those interested in helping for any of these events, either all day or part of a day, should contact Sales Committee Chairman Harry Garforth at 215-671-0983 (leave message on machine). Free admission to the show is an added benefit.

Five members turned out to assist at the Greenberg's Show August 19-20 at the South Jersey Expo Center, Pennsauken. They were: Harry Garforth, Mike Hopkins, Frank Lancaster, Paul Skvarla and Frank Tatnall. Thanks to each of them!

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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