



CINDERS

April 1984



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Volume 45 Newsletter of the Number 4
PHILADELPHIA CHAPTER
National Railway Historical Society Inc.
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Philadelphia, Pa. 19101

STEAM!

"Passage Through India" is '84 Chapter Rail Tour



Philadelphia Chapter is offering another in its popular series of international tours this fall, with a fully-escorted three-week visit to the subcontinent of India. Once again, Chapter Member Larry Steingarten, a professional travel agent, has put together a fascinating journey to a new overseas destination, this time to a huge country with three different gauges in its national rail system and hundreds of steam locomotives in regular service.

"A Rail Passage Through India," as the tour is called, begins on Friday, September 21 at New York's Kennedy Airport, where the group will board an Air India jet for the flight to Calcutta by way of London. After arrival, participants will have a free day in Calcutta to explore the largest tram system in Asia as well as other attractions in this cosmopolitan city. A mainline train ride, a trip on the famed Darjeeling-Himalaya narrow gauge and a visit to the old capital of Delhi on the Punjab Mail, along with several sightseeing tours, occupy the group's first week in India.

The highlight of the itinerary, however, will be a full week's circle trip out of Delhi aboard the renowned Palace on Wheels, billed as the most luxurious train in the world. This leisurely journey amid rich carpets, chandeliers and other elegant appointments will be punctuated with local tours enroute, including a visit to the fabled Taj Mahal and the ghost city of Fatehpur Sikri. The return flight to New York will be via Bombay, Dubai and London, with a mid-afternoon arrival in New York on Saturday, October 13.

The complete price for the trip is only \$3,375 per person, including all air and first-class rail fares, hotels on a double-occupancy basis and meals with a choice of Indian or western cuisine. The single supplement in hotels is \$275. A deposit of \$500 per person is required for reservations and final payment is due two months prior to departure. A five-day extension of the tour to Nepal is available for approximately \$1,050 in additional fare. The tour price is based on tariffs and rates of exchange in effect on January 31, 1984 and is subject to change.

A special color brochure describing the "Rail Passage Through India" will be available for members at the April 13 Chapter meeting. Those unable to attend and desiring information and/or reservations, are requested to write to:

Philadelphia NRHS India Tour
c/o Challenger Tours
P. O. Box 8965
Trenton, NJ 08650

The telephone number of Challenger Tours is 609-586-4664.



Amtrak's spring schedule change will be upon us two weeks after the April meeting. One change in our area will see the end of the New England Metroliners, but happily the trains themselves will be replaced by conventional trains. When Amtrak instituted this service, it replaced conventional service and incurred considerable criticism at the time.

The 48 Superliner coach-baggage cars are being reconfigured from 78 to 62 seats, to provide comfort levels equal to the standard coaches. The cars will receive leg rests; heretofore, the cars were, in theory, intended for passengers making shorter journeys.

Six dome coaches have been sold to the Alaska Railroad by Amtrak. Included are the three ex-Rio Grande dome coaches, ex-D&RGW 1106-Silver Colt, 1107-Silver Mustang and 1108-Silver Pony. The other three cars are similar cars acquired from Burlington Northern in 1971 (9450, 9451 and 9456).

The recent derailment of Train 81, the southbound *Silver Star*, involved the following equipment: F40 diesel 378 (lead locomotives 386 and 382 were not derailed), Amcoaches 21216, 21014, 21114, 21143 (being deadheaded to Miami for a Boy Scout passenger extra), baggage-dorm 1628, Amfleet II coaches 25080, 25079, 25050, Amlounge II 28004, Slumbercoach 2090, sleeper 2454, diner 8526, sleeper 2452, lounge 3126, and Amfleet II coaches 25058, 25016 and 25027.

Amtrak did a commendable job in rounding up a replacement trainset for the *Star* as a result of the accident. They were short a Miami lounge, a St. Petersburg coach and a Slumbercoach was substituted for the St. Pete sleeper. The Boy Scout extra to New York ran with two F40's, 12 Amcoaches, an Amlounge and a sleeper. The accident was apparently caused by a traction motor support bearing which failed and broke the axle on the 378. Most heavily damaged were baggage-dorm 1628 and Amfleet II coach 25080 (possible write-offs), while 21014, 21114 and 21143 sustained about \$250,000 damage each. In a manner similar to the 1943 *Congressional* wreck at Frankford Junction, the first part of the train broke loose and continued on to a stop, while the rest of the consist derailed about the right-of-way.

In a grade crossing collision near Bainville, MT, the westbound *Empire Builder* tangled with a truck, with hi-level car 39937, and Superliners 31004, 34086 and 38016 winding up in a field on their sides.

Turning back to spring schedule changes, the *Gulf Coast Limited* will run this summer between Mobile and New Orleans over the route of the old *Crescent Limited*. Intermediate stops will be made at Pascagoula, Biloxi, Gulfport, Waveland and New Orleans East. The schedule will permit eight hours in New Orleans for this summer's World's Fair and the assigned equipment is Amfleet I stock.

The *Cardinal* will be flip-flopped to leave New York at 6:30 AM, with a daylight run over the Chessie, arriving Cincinnati about Midnight and Chicago the next morning. Eastbound, the train will leave Chicago at 9 PM, Cincinnati at 6:18 AM, arriving New York at 11:58 PM.

The *Broadway Limited* will leave New York about an hour earlier, and leave Chicago eastbound at 5:45 PM. This allows the *Capitol Limited* to operate with two sets of equipment (as will the *City of New Orleans* and the *Montrealer*, which will free up additional cars needed for the extra service to New Orleans). Elsewhere, the two conventional trains replacing the New England Metroliners, mentioned above, will receive club car service (Amclubs will replace Amlounges) and one Philadelphia-Boston round trip will likewise see an Amclub replace a standard Amcafe).

Train 94, the *Colonial*, will run an hour earlier. Train 147 will operate one hour earlier, train 174 two hours earlier, and train 169 one hour later, when train 157 (Sunday evening from Boston) is discontinued. Train 177 runs 75 minutes earlier, train 180 will run one hour later, and train 189 will operate daily instead of Friday only, and leave 90 minutes earlier. Train 190 operates 50 minutes later, replaced on weekends by Train 198, which operates 35 minutes later, instead. Train 193 will operate now on Sundays, replacing 157. Between Philadelphia and New York, train 229 will be discontinued, but 231 will now run Sunday evenings. Northbound, train 252 will operate 50 minutes earlier than it does now.

The *Crescent's* Corridor cars will operate as a separate train during June through August. Train 81, the *Silver Star* will leave New York 95 minutes later and run 38 minutes faster, while companion train 82 leaves Tampa almost two hours later, but operates an average of 50 minutes later. Both trains will now be combined at Jacksonville instead of Auburndale, FL, while trains 87 and 88, the *Silver Meteor*, will split at Auburndale rather than Jacksonville. Number 87 will operate 40 minutes later, and 88 operates 34 minutes later. Both trains have had their schedules lengthened slightly.

(Continued on Page 3)

ON THE SCENE *(Continued from Page 2)*

Out west, the new Metroliner Service between Los Angeles and San Diego will replace trains 580 (leaving Los Angeles at 4:00 PM except Saturday) and Train 575 (leaving San Diego at 7:30 AM except Sunday). Running time will be 2 hours, 30 minutes, with stops limited to Delmar and Anaheim.

A recent check of Auto Train equipment found 32 of 43 bi-level auto racks in service, with four more in the shops and seven yet to go in. All 21 tri-level cars were in service.

Beech Grove will rebuild four more former Ambulance baggage-dormitory cars into Heritage baggage cars: 1418 will become 1182, 1427 (1193), 1409 (1194) and 1425 (1195).

NJ Transit has begun the process to retrieve four single and two pairs of Arrow III MU's now leased to Maryland DOT. They will be needed "back home" to cope with the program to provide modifications of cars as they get ready for the re-electrification this fall. The cars are 1321-1324, 1364-65 and 1418-19.

Over at Metro-North, the first 14 M-3 cars entered service on three trains out of Grand Central on March 12, 1984. The next week, six additional cars entered service on two trains. Numbers are to be 8000-up, under the existing series of M-1's, which begin at 8200.

As part of the above, Metro-North has stored another 12 coaches and returned the following 10 coaches to Amtrak: 5412, 5422, 5426, 5431, 5653, 5655, 5667, 5674, 6011 and 6012. The cars are going to Niagara Falls for storage, where previous cars have been vandalized, so they probably will be of little use to anyone again.

In Boston, MBTA has beefed up service out of South Station to cope with anticipated business from construction on the Southeast Expressway. Now, the Franklin branch has an extra morning round trip to Norwood Central, an extra Franklin rush-hour trip and a late evening Franklin train. Also, the Framingham service adds an afternoon and two evening round trips. On the "mainline", four Canton Junction, six Stoughton and two additional Attleboro trains are scheduled. Now, you can ride to Stoughton in the afternoon to add this section to your mileage list.

To equip the above new service, an initial shipment of 20 GO Transit coaches have been leased (a total of 53 cars will arrive to stay about three years). All will run in North Station service, and the full group of 32 rebuilt RDC's has been moved to South Station. Locomotives, too, have been reassigned, with at least 15 of the 18 F40's running out of South Station, and all FP10's operating from North Station.

I did spot a four-car set of self-propelled Budd RDC's on the Back Bay shuttle, which in turn goes out on the 5:45 Framingham train. The set included ex-CP cars 60 and 66, and ex-NH cars 42 and 75. Numbers listed, of course, are MBTA numbers.

British Rail's sole remaining Pullman service is a pair of round trips between Manchester and London. These services are used by businessmen and provide a service level a bit higher than normal first class. (In Britain, as on the Continent, Pullman services mean day travel, like our parlor cars). The British trains appear to consist of seven cars, from a group of cars built in 1966. There are two 30-seat "brake" cars — one at each end, which include a conductor's station. Three cars seat 36 passengers and two seat 18 with a kitchen. The cars seat two on one side and one on the other, as on our Amclubs. These cars are currently receiving a new livery and names for famous Mancunians.

MEMBERS APPROVE CHANGE IN CHAPTER BY-LAWS; ELECTION OF OFFICERS SET

By unanimous vote at the March 9 meeting, the membership approved several changes in the By-Laws of Philadelphia Chapter as detailed in the March issue of *Cinders*. As a result, the following offices will be filled at the annual Chapter election to be held during the April 13 monthly meeting:

President
Senior Vice President
Vice President & Treasurer
Secretary
National Director

A slate will be presented by the nominating committee appointed by President Eastwood last month, and additional nominations will be accepted from the floor. Eastwood, recently elected Eastern Regional Vice President of NRHS, will not be a candidate to succeed himself.

All members are urged to attend this important meeting, which will begin at 7:30 PM in the Engineers' Club, 1317 Spruce Street in downtown Philadelphia.

HANDY GUIDE TO MAINLINE STEAM LOCOMOTIVES

Once again, Cinders presents its annual status report on well-known steam locomotives recently operated or expected to operate on mainline railroads in the United States and Canada:

(1984 Season)

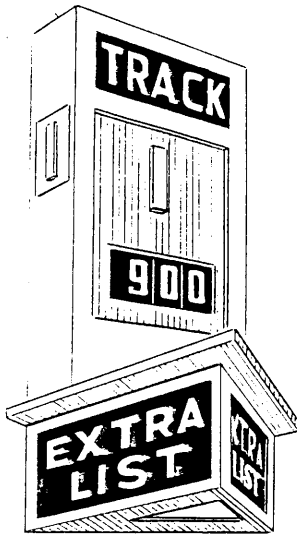
<u>LOCOMOTIVE NUMBER</u>	<u>WHEEL ARRANGEMENT</u>	<u>BUILT FOR</u>	<u>PRESENT OWNER</u>	<u>PRESENT LOCATION</u>	<u>REMARKS</u>
152	4-6-2	L&N	Kentucky Railway Museum	Louisville, KY	After years of restoration effort, expected to be ready for first excursion in 1984.
611	4-8-4	N&W	City of Roanoke, VA	Birmingham, AL (SOU shops)	Restored for excursion service in 1982. Sidelined by firebox problems last year but will return for 1984 NS steam program.
614	4-8-4	C&O	Steam Locomotive Corp. of America	Hagerstown, MD (WM shops)	Last operated in 1981 on <u>Chessie Safety Express</u> . Future not known.
643	2-10-4	B&LE	Glenn E. Campbell	Pittsburgh, PA	Restoration begun for possible excursion use.
722	2-8-0	SOU	Southern Ry.	Chattanooga, TN	Out of service for several years. Leased to Tennessee Valley RR Museum.
750	4-6-2	FEC	Atlanta-NRHS	Atlanta, GA	Ran several trips on NS in 1983. May operate excursions out of Atlanta this year.
765	2-8-4	NKP	Fort Wayne RR Historical Soc.	Bellevue, OH	To operate excursions in Midwest this year, including NRHS Cincinnati convention.
1201	4-6-2	CP	National Museum of Science & Technology	Ottawa, Ont. (National Museum)	Excursions planned out of Ottawa in 1984.
1225	2-8-4	PM	Michigan State Trust for Railway Preservation	Owosso, MI	Under restoration for several years. Possible test runs in 1984.
1385	4-6-0	C&NW	Mid-Continent Ry. Museum	Green Bay, WI (C&NW shops)	Restored 1982. To operate several excursions on C&NW this year.
2102	4-8-4	RDG	Rails Diversified of Ohio	Brownsville, PA (MRY shops)	Restored 1983. Excursions planned in PA this year.
2716	2-8-4	C&O	Kentucky Ry. Museum	Birmingham, AL (SOU shops)	Operated in 1982 until withdrawn for repairs. Future not known.
2839	4-6-4	CP	Royal Hudson Locomotive Co.	Marshallton, DE (W&W shops)	Operated one excursion in 1982. To move to Reading(PA) area for possible restoration.
2860	4-6-4	CP	Province of British Columbia	North Vancouver, B.C.	Scheduled for regular excursion service on BC Ry. this year.
3985	4-6-6-4	UP	Union Pacific	Cheyenne, WY (UP shops)	Restored in 1981. Occasional use on UP excursions this year.
4070	2-8-2	GTW	Midwest Ry. Historical Found'n	Cleveland, OH	Expected to continue Saturday-only excursions on Chessie this year Cleveland-Akron, OH.
4449	4-8-4	SP	City of Portland, OR	Portland, OR	Ex-Freedom Train engine restored to SP "Daylight" colors in 1981. To operate on "World's Fair" special Portland, OR-New Orleans, LA this year.
4501	2-8-2	SOU	Tenn. Valley RR Museum	Birmingham, AL (SOU shops)	Out of service since 1981. Will be restored for excursion service this year on NS.
6060	4-8-4	CN	Province of Alberta	Edmonton, Alta.	Retired from CN excursion service. Alberta Pioneer Ry Assn. seeking funds for restoration.
8444	4-8-4	UP	Union Pacific	Cheyenne, WY (UP shops)	Longtime UP excursion loco. Operated several specials in 1983. On display at New Orleans World's Fair this year.

KEY TO RAILROAD ABBREVIATIONS

B&LE - Bessemer & Lake Erie Railroad
 C&O - Chesapeake & Ohio Railway
 CN - Canadian National Railways
 C&NW - Chicago & North Western Ry.
 CP - Canadian Pacific Railway
 FEC - Florida East Coast Railway
 GTW - Grand Trunk Western Railroad

L&N - Louisville & Nashville Railroad
 MRY - Monongahela Railway
 N&W - Norfolk & Western Railway
 NKP - Nickel Plate Road
 NS - Norfolk Southern Corp. (N&W and SOU Railways)
 PM - Pere Marquette Railway

RDG - Reading Company
 SOU - Southern Railway System
 SP - Southern Pacific Lines
 UP - Union Pacific System
 W&W - Wilmington & Western RR
 WM - Western Maryland Railway



APRIL 23, 1984: West Jersey Chapter, NRHS monthly meeting at Haddonfield Borough Hall, Kings Highway, Haddonfield, NJ, 7:30 PM. Featured speaker will be Congressman James J. Florio (D-NJ).

APRIL 28: Spring steam-up and open house at Wilmington & Western Railroad, Marshallton, DE. Special steam trains depart Greenbank station for W&W enginehouse facility from 11 AM to 3 PM. Large collection of locomotives and cars will be on display. Regular fares apply: \$3 adults, \$2 children 5-12.

APRIL 28: Rumford Rocket excursion on Maine Central Railroad from Portland to Rumford, ME and return over 90 miles of freight-only trackage, using Guilford Transportation Industries coaches powered by GTI GP9 locomotives. First passenger train to Rumford in nearly 30 years. Seating capacity is extremely limited and passengers are encouraged to ride accompanying buses one way. Fares: \$110 per person round-trip rail, \$55 for train/bus combination and \$63 for train and photo-chase bus. Fares increase by \$10 after April 13. Train leaves Portland 8 AM, returning about 6 PM. Direct bus leaves Portland 10 AM, returning about 3 PM. For reservations write: Massachusetts Bay RRE, P. O. Box 136, Ward Hill, MA 01830, making checks payable to "Mass Bay RRE" and enclosing stamped, self-addressed envelope.

APRIL 29: Steam-diesel excursion over entire New Hope & Ivyland Railroad, jointly sponsored by Delaware Valley and Philadelphia Chapters NRHS. Train will leave New Hope station at 10:30 AM, headed by 2-8-0 #40, returning behind NH&I diesel. Lunch stop will be made at Warminster station. Photo runbys are scheduled.

Fares: \$15 adults, \$12 children under 12. For information and reservations, write: Delaware Valley Chapter, NRHS, P. O. Box 1179, Morrisville, PA 19067-0313, enclosing stamped, self-addressed envelope. Checks should be made payable to "Delaware Valley Chapter, NRHS."

APRIL 29: Annual Railroad Extravaganza sponsored by Tri-State Chapter NRHS, 10 AM to 4 PM at Boy's & Girl's Club of Union, Jeanette Avenue, Union, NJ. Over 100 tables of railroad memorabilia. Admission: \$2 adults, \$1 children under 12 and senior citizens. For information contact: Tri-State Railway Historical Society, P. O. Box 2243, Clifton, NJ 07015 (telephone 201-857-2987).

MAY 5: Annual railroadiana auction sponsored by Pottstown-Reading Chapter NRHS, in the Old St. Luke Gallery, 45 Wilson Avenue, Gilbertsville, PA, beginning at 10 AM. Professional auctioneers will be Chapter Members Ted Maurer and Robert Hartman.

MAY 12: North Jersey Chapter NRHS will operate a motor coach excursion to the Valley Railroad, Essex, CT, with opportunity to ride steam-powered train along the Connecticut River and take a boat cruise. Fare for round-trip bus: \$25 per person. Steam train-river boat combination: \$7.25 for adults, to be paid on day of trip. Deluxe coach leaves Amtrak Metropark, NJ station 8 AM, Newark Penn Station 8:45 AM and Newark Broad Street Station 9 AM. Return between 10 and 11 PM. For bus tickets and information, contact: Bruce Russell, 240 Mt. Vernon Place, 11-E, Newark, NJ 07106, enclosing stamped, self-addressed envelope (telephone 201-372-5995).

MAY 12: The Apple Blossom Special, Budd RDC excursion from Winchester, VA to Baltimore, MD and return via Chessie System, sponsored by Winchester Chapter, NRHS. Train departs Baltimore & Ohio station, Piccadilly and Kent Sts., Winchester, at 8 AM, covering 32 miles of freight-only Shenandoah subdivision, thence B&O mainline via Washington, DC. Ticket price includes visit to B&O Railroad Museum during three-hour layover in Baltimore. Fares: \$45 adults, \$40 children 5-11, optional box lunch \$4. Tickets may be ordered from: Winchester Chapter NRHS, P. O. Box 282, Winchester, VA 22601, enclosing stamped, self-addressed envelope. For information, telephone 703-662-7130.

MAY 19: Special excursion on Maryland Midland Railway (former Western Maryland mainline) from Union Bridge to Westminster and Highfield, MD and return, sponsored by Western Maryland Railway Historical Society. Diesel-powered train departs Union Bridge 9 AM, powered by Alco RS3's and featuring ex-Auto-Train dome coach. Fares: \$25 for members of WMRHS, \$30 for non-members, box lunches \$2. Order tickets from: John G. Gruber, 7908 Colonial Lane, Clinton, MD 20735, enclosing stamped, self-addressed envelope.

MAY 20: Special train from Harrisburg and Lancaster, PA to West Point, NY and return via Amtrak and Conrail, sponsored by Lancaster Chapter NRHS. Train leaves Harrisburg 5:30 AM, Lancaster 7:15 AM, Paoli 7:55 AM, returning to Paoli at 10 PM, Lancaster 10:45 PM and Harrisburg 12 Midnight. Trip will operate via Amtrak Northeast Corridor to Newark, NJ, then via Conrail freight-only lines through Jersey City, Weehawken and along Hudson River. Bus tour of U. S. Military Academy included. Fare: \$47 per person. Order tickets from: Lancaster Chapter NRHS, 342 Fritz Avenue, Quarryville, PA 17566, making checks payable to "Lancaster Chapter NRHS" and enclosing stamped, self-addressed envelope.

JUNE 3: Delaware & Ulster Rail Ride show and sale at D&U's restored depot, Route 28, Arkville, NY. Railroadiana and model trains will be for sale 10 AM to 4 PM. Fifty-minute rides on D&U doodlebug over ex-New York Central Catskill Mountain branch. For information, send large stamped, self-addressed envelope to: Delaware & Ulster Rail Ride, P. O. Box 243, Stamford, NY 12167.

JUNE 14-30: "Scandinavian Rails '84," 17 days of rail travel through Denmark, Sweden, Finland and Norway, presented by Overland Chapter NRHS. Steam, diesel and electric operations will be included, plus trolley and interurban lines. For complete information, send a stamped, self-addressed envelope to: Richard Billings, Overland Chapter NRHS, 1412 12th Street, Moline, IL 61265 (telephone 309-764-1834).

(Continued on Page 6)

EXTRA LIST (Continued from Page 5)

JUNE 24: Special train, the Harrisburg Express over Conrail freight-only lines from Newark, NJ to Harrisburg, PA via Allentown and Reading, returning via Enola yard, Thorndale and Trenton branch, sponsored by Tri-State Chapter, NRHS. NJ Transit equipment will be used. Train departs Newark Penn Station at 8:30 AM, returning about 8:30 PM. Fare: \$40 per person. Order tickets from: Tri-State Railway Historical Society, P. O. Box 2243, Clifton, NJ 07015, enclosing stamped, self-addressed envelope.

JULY 7: Special train on Octoraro Railway from Chadds Ford, PA to Elsmere, DE, Sylmar, MD and return, sponsored by Delaware Valley and Philadelphia Chapters NRHS. Train leaves Chadds Ford 8:30 AM, returns about 8:30 PM. Ex-Toledo, Peoria & Western Alco RS2 locomotive will be featured. Fares and other details to be announced. For information contact: Delaware Valley Chapter NRHS, P. O. Box 1179, Morrisville, PA 19067-0313.

JULY 8-17: "Rails to Hudson Bay" excursion from St. Paul, MN to Churchill, Man. and return, sponsored by Overland Chapter NRHS. For information, contact Overland Chapter at address shown in "Scandinavian Rails" item above.

AUGUST 29-SEPTEMBER 3: NRHS national convention in Cincinnati, OH, sponsored by Cincinnati Chapter. Complete information and registration packet will be mailed to all members in May.

SEPTEMBER 13-29: "Alpine Rails '84" tour to Austria and Switzerland, sponsored by Overland Chapter NRHS. For information, contact Overland Chapter at address shown in "Scandinavian Rails" item above.

SEPTEMBER 21-OCTOBER 13: Philadelphia Chapter international tour to India, a fully deluxe rail tour including full-week trip on the Palace on Wheels, billed as the most luxurious train in the world. In addition to rides on three different gauges, considerable non-rail sightseeing is given attention on this unusual tour. Complete price is \$3,375 per person including air fare from New York and hotels on double occupancy basis. A \$500 deposit is required for each reservation. For information and reservations, write: Philadelphia NRHS India Tour, c/o Challenger Tours, P. O. Box 8965, Trenton, NJ 08650 (telephone 609-586-4664).

OCTOBER 19-29: "Texas Rails '84" tour from Chicago to the Lone Star State and return, sponsored by Overland Chapter NRHS. For information, contact Overland Chapter at address shown in "Scandinavian Rails" item above.

Conrail Updates Radio Frequencies

Conrail is currently using four different radio channels in the Philadelphia area, as a result of changes made earlier this year. Here is a rundown of the current channels and the territories in which they are used:

- Channel 1 (160.80 MHz) - All Amtrak-owned mainlines
 - All Conrail mainlines outside of Philadelphia including the following towers: "Trent" (West Trenton), "Norris" (Abrams), "Steel" (Bethlehem), "Cola" (Columbia)
 - SEPTA "Wind" and "Wayne" towers, Philadelphia
- Channel 2 (161.07 MHz) - Conrail lines in Philadelphia, including "Nice" and "Stadium" towers, Midvale yardmaster
 - Conrail lines in North Jersey, including "NK" tower (Newark).
 - Delmarva secondary track in DE and MD.
 - Road movements at or near yards
- Channel 3 (160.86 MHz) - Yard operations at South Philadelphia, Stony Creek (Marcus Hook) and other locations
- Channel 4 (160.98 MHz) - All movements in South Jersey, including "Jersey" tower (Delair) and Pavonia yard in Camden

In addition, SEPTA trains operating on the Reading District use the old Reading frequency of 160.35, and New Jersey Transit trains use the ex-Erie Lackawanna frequency of 161.40 except when operating in Amtrak territory. All Amtrak trains and towers in this area use Conrail Channel 1.

HARPERS FERRY TRIP SET FOR SEPTEMBER 30

The Chapter's proposed Amtrak special train from Philadelphia to Harpers Ferry, WV and return has been rescheduled from October 7 to September 30, 1984, because of equipment availability.

Full details and ticket information should be available in June, at which time an all-out effort to sell the excursion will begin. Members will be asked to help in this promotional effort.

CHANNEL 12 TO PRESENT "GREAT LITTLE RAILWAYS"

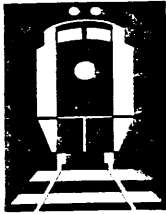
The premiere showing of "Great Little Railways" will appear on Channel 12 public television at 9:30 PM Saturday, April 7. It is the first of seven hour-long programs featuring narrow-gauge railways of the world, which will be shown on successive Saturday evenings at the same time on Channel 12.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

Murphy's Law intervened in the planned movement of RDC-1 #9163 from Philadelphia to Strasburg on March 3 (see March Cinders). A last-minute malfunction in an engine cooling appliance forced postponement of the trip, but on the cool, crisp morning of Saturday, March 31, the historic car finally moved out of SEPTA's Wayne Junction shop under its own power enroute to the Railroad Museum of Pennsylvania.



With only a few rail officials aboard, #9163 made a fast run through Bryn Mawr, Paoli, Downingtown and Coatesville--possibly the first time that an RDC has ever operated over AMTRAK's ex-Pennsy mainline. All went well until the car arrived at Parkesburg, where it paused to await the passage of eastbound train #608 from Harrisburg. Then it crossed over to #1 track for the last 13 miles to Leaman Place--and its two engines promptly shut down in front of Parkesburg station. Dead batteries prevented restarting the engines and two GP15-1 diesel locomotives from a passing CONRAIL local had to be commandeered to push the ailing car to Leaman Place, where STRASBURG RAIL ROAD's 44-tonner #33 took over for the final lap to the museum.

In spite of the mishap, old #9163 (built by Budd in 1951 as Lehigh Valley #40) is now safely in residence at Strasburg and after repairs are made will most assuredly operate on the tourist road and perhaps elsewhere as well. Appreciation is expressed to the Pennsylvania Department of Transportation for donating the car to the Historical & Museum Commission, and to SEPTA and Amtrak for arranging the move. Philadelphia and Lancaster Chapters of NRHS will jointly share the cost of moving #9163 to Strasburg.

To help maintain #9163 as an operating display, Philadelphia Chapter has acquired a large stock of RDC parts which SEPTA recently put up for sale. At the bid opening on March 21, only the Chapter and the WILMINGTON & WESTERN RAILROAD entered bids. Each group succeeded in obtaining many of these hard-to-get parts at a relatively modest price. W&W is attempting to lease City-owned RDC-1's #9151 and 9152 for a proposed tourist service on the OCTORARO RAILWAY between Chadds Ford, PA and Winterthur, DE, which may begin this summer.

Free shuttle service through the new center city commuter tunnel is set to begin on Saturday, April 28, following tentative agreement last month between SEPTA and the City's Department of Public Property. Pressure from Mayor Goode and financially-hurting shopkeepers in the new Gallery II mall helped spur completion of the operating contract, which had been on hold after months of negotiations. A ceremony is planned on the first day of service. The shuttle trains, operating every 20 minutes from 7 AM to 9:10 PM except Sundays, will run between Gate 4-B in Suburban Station and Gate 2-B in the new Market East Station, which lies beneath Gallery II at 11th & Market Streets. Less than a mile in length, the trip will take only three minutes. It is expected that newly-refurbished Budd Silverliners #9012 and 9014 will provide all service and that only one set of equipment will be needed.

The free shuttle will continue until full service is begun through the 1.8-mile, \$325-million tunnel, an event currently planned for Labor Day of 1984. It seems likely that the long-anticipated Airport High Speed Line will also start operation around Labor Day, with trains running from International Airport through the tunnel to Jenkintown or beyond. The nine-mile airport line has been under construction since 1975 and its cost has ballooned to more than \$89 million. Work is now virtually complete on both of these mammoth projects, much to the relief of commuters and public officials in the five-county area.

SEPTA has launched a signing program on its Regional High Speed system, with attractive black-on-gray signs appearing at many commuter stations (plus orange "DANGER — DO NOT CROSS TRACKS" signs). A few goofs have been noted, however, such as the "NOBEL" signs at Noble station in Montgomery County and one at Nicetown directing passengers to Norristown trains which never have been known to pass that station.....Reading Terminal at long last is boasting new black-on-white train indicator signs at the platform gates.....Five former graffiti writers have painted a dozen 20-foot-high murals in the archways of Reading Terminal along 12th and Market Streets. The Reading Company paid the \$4,500 cost of the project, which was sponsored by the City's new Anti-Graffiti Network.....SEPTA will reissue all 14 of its commuter rail timetables effective April 29.

SEPTA may extend its Paoli commuter rail service westward as far as Downingtown when the Schuylkill Expressway reconstruction begins next year. PennDOT would be asked to subsidize the service as part of a plan to reduce the number of automobiles using the expressway during the three-year project, which will require closing of certain lanes and ramps. SEPTA had provided one round trip a day over AMTRAK's mainline to Downingtown, but discontinued the service in January 1983.

SEPTA has halted Sunday rail service between Wayne Junction and Reading Terminal for several weeks to permit track and overhead wire construction for its new car storage yard at Wayne. Buses have been substituted.....Track rebuilding projects continue on the West Trenton, Chestnut Hill East and West lines.....

(Continued on Page 8)

PHILADELPHIA EXPRESS (Continued from Page 7)

The vicious wind and snowstorm which struck the Northeast on March 29 did relatively little damage to SEPTA facilities. Winds of up to 48 mph, however, knocked down signal wires along the Media line and dropped tree branches on overhead wires, disrupting service on that branch for most of the day.....An early-morning fire March 15 in a trackside building at Colmar temporarily halted rail service on the Doylestown branch, as overhead power on the line had to be turned off.

Construction has begun at Chestnut Hill West station to install the new Chestnut Hill National Bank in the historic building. The ticket office and waiting room will be housed in a new structure under the platform roof.....A proposed highway bypass in Southampton, Bucks County, threatens to take some of the right-of-way of SEPTA's now-idle Newtown branch. The chairman of the Upper Southampton board of supervisors, Thomas Farrington, reportedly has called the planned electrification of the branch a "waste of money" (Delaware Valley Rail Passenger).....A group of downtown businesses has formed a group known as BARC (Businesspeople Against the Reading Center) to fight the City's plan to build a huge convention center in the Reading Terminal area. They claim that they are being shortchanged in proposals to relocate them from the path of the project.



Four of the ten GGI electrics owned by NJ TRANSIT but stored at AMTRAK's Wilmington shop were moved to Elizabethport, NJ late last month. G's #4872, 4876, 4881 and 4884 thus join #4877, 4879 and 4882 in storage at E'Port, where the latter have been since they closed out the illustrious GGI era on October 29, 1983..... NJT is now considering the use of four E8 diesels and a dozen of its Budd-built stainless steel coaches for push-pull commuter service between Woodcrest, NJ and Atlantic City, to begin sometime next spring. The equipment would be converted to head-end power.

NJ TRANSIT has set Labor Day of 1984 for the switchover of its Morristown line and Gladstone branch to a new electric power system. At that time its half-century-old MU cars will make their last runs as the ancient direct-current power system is shut down. Stainless steel Arrow III cars will replace them.....NJT is discussing the possible purchase of Newark's Penn Station from AMTRAK.....An article entitled "NJ TRANSIT: Transition Without Trauma" appeared in the February issue of Railway Age. It described last year's successful takeover of the nation's third busiest commuter railroad--now known as NJ Transit Rail Operations--which is responsible for carrying 128,000 riders a day. NJTRO runs a fleet of about 700 passenger cars and 70 locomotives over 500 miles of line and employs 3,000 people.....NJ TRANSIT has completed the purchase of ten E60MA electric locomotives from AMTRAK for \$750,000 per unit (Tri-State Chapter Block Line).

Work will begin soon on construction of a new station and high-level platforms at Princeton Junction, as well as expansion of two parking lots to handle growing commuter traffic (Delaware Valley Rail Passenger).... NJ TRANSIT is continuing its aggressive marketing campaign with spot radio ads aired after the morning rush-hour traffic reports. The ads tout NJT's bus and rail services (Rail Travel News).....Several charter bus operators last month told a New Jersey Senate committee that NJ TRANSIT was threatening to put them out of business with its "state-subsidized transportation." NJT's strong position in intrastate charter markets has long rankled the private bus operators.



SEPTA's battle to avoid a shutdown in early May will soon reach the cliffhanging stage, as the State Legislature recessed on March 29 without taking final action on a bailout bill for the transit authority. Though the Senate has approved a bill to give SEPTA an additional \$21.5-million in funding, the House will not have a chance to act until the lawmakers return to Harrisburg on April 25, leaving only a short time until May 11, the date when SEPTA says it will run out of money. SEPTA, which faces a \$44.6-million deficit in this fiscal year, has blamed part of the deficit on a dispute with PennDOT over the allocation of transit subsidies. PennDOT, however, did advance \$4.6 million in State funds to SEPTA on April 1, six weeks ahead of schedule, to help avert an early shutdown. In late March, SEPTA Chairman Lewis F. Gould, Jr. said the authority would not pursue plans for a shutdown until the House of Representatives votes on the bill, meaning that notices of service discontinuance will not be posted in the immediate future. "It's fair to say we can be guardedly optimistic (about the funding)," Gould told the Inquirer on March 28.

SEPTA is considering a fare increase on its transit lines of from five to 15 cents, effective July 1, the Daily News reported last month. This would be the first increase since fares went from 70 to 75 cents in July of 1982.....SEPTA is issuing a revised center city transit guide showing detailed route and service information for the downtown area. The first such guide was issued in January 1983.....Federal subsidies for transit operations are again under attack in Washington. Business Week Magazine reports that critics of such aid say the money should come from regional and local sources, which would save the Federal government \$4.7 billion through 1989. Criticism also extends to capital construction grants for new and existing transit systems, which will amount to \$2.8 billion in the coming fiscal year.

Lewis F. Gould, Jr. has been re-elected as SEPTA chairman for another one-year term. The vote was 8-0 with two abstentions and one member absent. Abstaining were Philadelphia board members Judith E. Harris and Mary C. Harris, who said that a suburban bias in the board's voting had excluded them from consideration for the chairman's post and from "the decision-making process".....SEPTA in late February moved its Frontier bus garage from West Norriton Township, Montgomery County, to a new location in the 1100 block of Ridge Pike in Plymouth Township, just east of Norritown. SEPTA has leased a building and nine acres of property at the Ridge Pike site from Excelsior Truck Leasing Company

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PHILADELPHIA EXPRESS (Continued from Page 8)

SEPTA has taken stock of its bus improvement program by reporting that 598 GMC and Neoplan buses are less than three years old, 280 GMC's dating from the 1960's have been completely rebuilt and 660 of the 1970's Flexibles are still operating thanks to improved maintenance. New purchases will continue to improve the picture, with 300 more Neoplans arriving by the end of next year along with 50 articulated Volvos. The German-designed Neoplans were introduced last year, with the first lot of 150 purchased by SEPTA and the second 150 coming from the State's Bus Pool Program. SEPTA will get a total of 450 Neoplans out of 1,000 ordered for use throughout the State, with the remaining 300 to be delivered by the end of 1985.

Passengers aboard a Route 75 trackless trolley experienced a sinking feeling on March 6 as a six-by-ten-foot section of paving gave way beneath the coach in the 4500 block of North 15th Street. The cave-in was caused by erosion from a water main leak.....SEPTA Chief Engineer Charles Stanford resigned last month to take a job at the NEW YORK CITY TRANSIT AUTHORITY with his former boss, David L. Gunn, who left SEPTA in January.SEPTA has introduced a new style of transfer on its transit lines. The new transfers show the district name (e.g., Luzerne) and have only one coupon (Ev Edwards).

Broad Street subway news: While the furor about mysterious door openings has died down, SEPTA last month experienced a new problem with its Kawasaki subway cars. On March 28 a northbound local train leaving Allegheny Avenue suddenly parted between the fourth and fifth cars. Inspection showed that a buildup of dirt in the coupling mechanism caused the separation and as a result couplers on all 125 cars will be ground down for more tolerance. The couplers on the Japanese-built cars were supplied by Walton Manufacturing Company of Broomall, PA.....Although door openings no longer seem to be a problem, the Inquirer has reported that several unexplained door closings have occurred since the cars' electrical circuitry has been modified. SEPTA last month was operating a special test train of five new cars which had never been used in revenue service, for the purpose of checking the circuits with special electronic equipment.....An arbitrator ruled last month that SEPTA must continue to use two crew members on all Broad Street trains, at least through August 5. SEPTA had earlier attempted to begin one-man operation of its weekday express trains but the Transport Workers Union went to court to halt the move on the issue of safety.....The subway was shut down for its entire length on the night of March 7 when a main signal cable failed.



AMTRAK placed its new "54th Street" interlocking in service effective February 20, controlled by the operator at "Penn" tower in 30th Street Station. Located at milepost 3.6 on the Corridor mainline, "54th Street" replaces the manned tower at "Brill" in southwest Philadelphia. Following the six-inch snowstorm on the night of March 8, "54th Street" became a bottleneck with a number of Amtrak, SEPTA and CONRAIL trains delayed because of inoperable switches. An absence of switch heaters in the new interlocking appeared to be responsible.

The AMTRAK board on March 22 approved plans for re-establishment of high-speed train service between Philadelphia and Atlantic City. The board voted to authorize Amtrak and New Jersey DOT to seek contract bids for reconstruction work along the 68-mile former Pennsylvania and PRSL passenger line. A day earlier, the New Jersey Casino Control Commission gave Resorts International permission to build a casino-hotel complex in Atlantic City with a new rail terminal as part of the complex. With these and prior approvals, the \$53-million-plus rail project looks like it may be completed by October 1, 1985, as required by law. A group of Camden County mayors, however, is still pushing for extension of the PATCO high-speed line to Atlantic City as an alternative to the Amtrak plan.

The House of Representatives last month approved a \$724-million appropriation for AMTRAK in Fiscal Year 1985, \$44 million more than requested by the Administration but \$5 million less than Amtrak received this year.....AMTRAK is extending its popular All Aboard America fare promotion to May 31, with travel permitted until June 30. There are no longer any blackout periods, the tickets can be used in sleepers and the former five-day advance purchase requirement has been dropped.....AMTRAK has issued an elaborate four-color catalog for its systemwide Package Express service.....AMTRAK is offering special round-trip fares between Harrisburg or Lancaster and New York or Washington through April 30. By clipping special "Keystone Coupons" from newspaper ads, riders may purchase a return ticket for only \$1 in addition to a regular one-way ticket for each adult passenger. The special tickets are not good on reserved-seat trains.

AMTRAK has ordered three prototype carbody shells for a new generation of single-level, long-distance equipment. To be built at Budd Company's Fort Washington (PA) facility under a \$2.75 million contract, the three shells--two sleeping cars and one dining car--are to be delivered to Amtrak's Beech Grove (IN) facility by next April for completion. This will be followed by two years of in-service testing before a production order is placed. The test cars will be easily recognizable by their distinctive rows of upper windows for better viewing (Railway Age).....Readers of Rail Travel News have rated the Silver Meteor as the best long-distance train in the U.S., with an overall rating of 7.9 for the summer-fall period of 1983. The Broadway was ranked #8 with a 7.1 rating on a scale of 1 to 9.....Sperry Rail Service test car #146 was spotted at 30th Street Station on March 30.....When is PennDOT going to realize that the Pennsylvania Railroad no longer runs 30th Street Station? Large signs on 29th Street, at the entrance to the Expressway, still direct motorists to "PRR Station." They are probably the original signs erected in 1956!

There will be no hasty selloff of CONRAIL by the Department of Transportation, John H. Riley told a Philadelphia audience on March 19. Riley, the Federal Railroad Administrator, is one of the government's chief bargainers in the ongoing effort to return the now profitable railroad to the private sector. In line with DOT's intention to sell Conrail as a single entity, Riley said that negotiations "have reached a very intense shakeout period" with four companies who are seriously interested in acquiring the big Northeast system: Allegheny Corp.,

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PHILADELPHIA EXPRESS (Continued from Page 9)

CSX, NORFOLK SOUTHERN and the CHICAGO & NORTH WESTERN. Any of them, he said, would have to put up cash for the purchase of Uncle Sam's 85-percent share of Conrail's common stock, and the government wants to get the highest possible price while preserving existing service levels and keeping the railroad strong. "Politics are not a consideration," he affirmed. As for a public stock offering, DOT is cool to this option because of the long time span required and because "we would lose control of who the buyer is," Riley said.



The House of Representatives has approved legislation giving Congress the authority to fully review any proposal to sell CONRAIL, in spite of Administration wishes to the contrary. FRA's Riley has acknowledged that any Conrail sale would require some action by Congress to relieve the buyer of certain Federal obligations.....
NORFOLK SOUTHERN officials rode an inspection train over CONRAIL lines late last month to get a first-hand look at the property. Included in the train was SOUTHERN's glass-end inspection car Buena Vista.....Just five years ago, on March 26, 1979, Railway Age reported that CONRAIL's new five-year business plan said that CR would need an extra \$1.28 billion in Federal funding on top of the \$2 billion already approved. Given this help, the railroad expected to break into profitability in 1980.

CONRAIL E44a electric #4453 made a surprise appearance in the Northeast Corridor last month, running two round trips with Trains TV-23 and TV-24 between Kearny, NJ and Potomac Yard, VA. Teamed with GP38's #8071 and 8072 to assist through non-electrified sections in North Jersey, Philadelphia and Washington, #4453 was running a series of FRA-sponsored tests under a contract with General Electric. The unit went to GE's Erie (PA) plant four years ago to be equipped with advanced solid-state electronic gear, though 65 other E44's were idled when CR discontinued electric freight service in March 1981.....CONRAIL expects to begin receiving 100 more new diesels in the second quarter of 1984. The 40 SD50's from EMD will be numbered 6740-6779, while the 50 GE C30-7A's will become #6550-6599 and ten C32-8's #6610-6619.

CONRAIL on April 2 launched an unprecedented advertising campaign which guarantees that a new customer will get his money back if the railroad fails to deliver his goods on schedule. "We won't be satisfied until you are," is the theme of the 90-day campaign with its unique introductory offer. The ads are appearing in the Wall Street Journal, the Inquirer and many other prominent newspapers and magazines.....CONRAIL last month issued its 1983 annual report, a 40-page summary of the railroad's accomplishments, plans and favorable financial results. A number of color photos are included, among them a cover spread of Conway yard (near Pittsburgh) at twilight. For the year, Conrail reported net income of \$313 million on gross revenues of \$3.076 billion.

CONRAIL has created a new interlocking named "Forge" at milepost 22 on the former Reading mainline just west of Valley Forge Park station. From "Forge" to Phoenixville, the once four-track line has been reduced to two tracks.....CONRAIL has begun a \$9.4-million program to install 59 miles of welded rail on its Delmarva Peninsula lines in Delaware and Maryland. This is a follow-up to the \$6.2-million track project completed in the same area last year which included installation of 90,000 new ties.....Contractors are tearing up the old Pennsylvania Railroad branch from Mount Holly to Fort Dix, NJ, which was abandoned more than a year ago. CONRAIL, however, still provides freight service as far as Mt. Holly and the track from that point into Camden is in good condition (Tri-State Chapter Block Line).

CONRAIL is the ninth largest employer in Philadelphia with 6,850 full-time employees in the City, according to a recent survey by Philadelphia Business Journal. Largest, of course, is the Federal government.....CONRAIL in 1983 ranked 17th among U.S. Class I railroads in return on investment, with a 1.56 percent ROI. The rate of return for the industry as a whole was 3.13 percent. BURLINGTON NORTHERN was tops with 7.82, still far short of the 17.8 percent that Congress has said the railroads need (Railway Age).....CONRAIL reports that its new intermodal terminal at Morrisville, PA handled 71,623 loaded trailers and containers in 1983, its first full year of operation. It was opened in September, 1982.....CSX Chairman Hays T. Watkins has been named "Man of the Year" by Modern Railroads Magazine.

NH&I Special to Operate on April 29

Delaware Valley and Philadelphia Chapters, as agents for Railtours of America, will jointly sponsor a steam-diesel excursion over the entire length of the New Hope & Ivyland Railroad on Sunday, April 29. The train, to be operated by New Hope Steam Railway, will feature 2-8-0 #40 on the southbound trip and an NH&I diesel locomotive on the return run. At least two photo runbys will be made along the rustic, 17.5-mile railroad.

The train will depart from the quaint ex-Reading depot in New Hope at 10:30 AM and return about 5 PM, with a lunch stop at Warminster union station. Kermit Geary, Jr. of Delaware Valley Chapter is serving as trip chairman.

Tickets are priced at \$15 for adults and \$12 for children under 12, while children not occupying a seat will be carried free. Orders may be addressed to:

Delaware Valley Chapter, NRHS
 P. O. Box 1179
 Morrisville, PA 19067-0313

Checks should be made payable to "Delaware Valley Chapter, NRHS" and a stamped, self-addressed envelope enclosed. Telephone information may be obtained by calling 215-947-5769 evenings. Tickets will also be on sale at the April 13 meeting of Philadelphia Chapter.



Guilford Locomotive Roster



BOSTON & MAINE - DELAWARE & HUDSON - MAINE CENTRAL

(Corrected to February 1, 1984)

ROAD NUMBERS	ROAD ASSIGNED	MODEL	BUILDER	DATE BUILT	HORSE-POWER	TOTAL UNITS
100	B&M	MT4	EMD(a)	1954	1500	1
200-211	B&M	GP38-2	EMD	1973	2000	12
225-235, 238(b)	MEC	U25B	GE	1965	2500	12
251-263	MEC	GP38	EMD	1966-67	2000	13
280-294(c)	MEC	U23B	GE	1969	2250	15
300-317	B&M	GP40-2	EMD	1977	3000	18
320-334(d)	B&M	GP40	EMD	1968	3000	15
331-333	MEC	SW7	EMD	1950	1200	3
334, 335	MEC	SW9	EMD	1951-53	1200	2
400-409	MEC	U18B	GE	1975	1800	10
401, 404-415(e)	D&H	C420	Alco	1964-66	2000	13
450 (f)	MEC	GP9	EMD	1963	1750	1
451-456, 461-463 (g)	D&H	C424M	Alco	1964	2000	9
470 (h)	MEC	GP7R	EMD	1950	1500	1
501-508 (i)	D&H	RS3U	Alco	1952-53	2000	8
561-563, 565-569, 571-581, 590-593(j)	MEC	GP7R	EMD	1950-53	1500	23
754-762	D&H	U33C	GE	1970	3300	9
800-807	B&M	SW8	EMD	1953	800	8
802	MEC	RS11	Alco	1956	1800	1
1115, 1117-1124, 1126-1132	B&M	SW1	EMD	1946-53	600	16
1203, 1206, 1208-1213	B&M	NW2	EMD	1942-49	1000	8
1220-1231	B&M	SW9	EMD	1951-53	1200	12
1555-1577	B&M	GP7	EMD	1950-53	1500	23
1700-1702, 1705, 1707-1709, 1712, 1714-1720, 1722-1724, 1727-1734, 1736, 1737, 1739-1747, 1749 (k)	B&M	GP9	EMD	1957	1750	38
1751-1755	B&M	GP18	EMD	1961	1800	5
1803, 1804, 1806, 1811, 1821, 1825, 1826, 1838, 1848	B&M	GP9U	EMD	1957	1750	9
1850 (l)	B&M	GP18U	EMD	1961	1800	1
4075, 4099, 4103, 4118	D&H	RS3	Alco	1952-54	1600	4
5000-5011	D&H	RS11	Alco	1961	1800	12
5012-5023	D&H	RS36	Alco	1963	1800	12
7314-7325 (m)	D&H	GP38-2	EMD	1972	2000	12
7401-7420, 7601-7620 (n)	D&H	GP39-2	EMD	1974-76	2300	40

NOTES:

- (a) - Slug unit rebuilt 1983 by B&M from former UP GP9 unit
 (b) - Former Rock Island units (some to be used for parts)
 (c) - Former D&H units
 (d) - Former Conrail units
 (e) - 401 is former Lehigh & Hudson River unit, others are former Lehigh Valley units.
 (f) - Former Algoma Central unit
 (g) - Rebuilt 1980 by GE from Conrail C424 units
 (h) - Rebuilt and renumbered 1982 from MEC 564
 (i) - Rebuilt 1975-76 by Morrison-Knudsen from D&H RS3 units
 (j) - 590-593 former Louisville & Nashville units
 (k) - As B&M rebuilds GP9 units they are renumbered in corresponding 1800-series
 (l) - Rebuilt by B&M from former 1750
 (m) - Former Lehigh Valley units
 (n) - 7401-7420 are former Reading units

TOTAL GUILFORD UNITS = 366

ROAD ABBREVIATIONS:

B&M - Boston & Maine Corp.
 D&H - Delaware & Hudson Railway
 MEC - Maine Central Railroad

BUILDER ABBREVIATIONS:

Alco - American Locomotive Company/
 Alco Products, Inc.
 EMD - Electro-Motive Division,
 General Motors Corp.
 GE - General Electric Company

All units have B-B trucks except D&H 754-762 (C-C)
 A number of units listed are stored or set aside for retirement

SOURCES:

Railtimes, Leatherstocking Chapter NRHS
Call Board, Mohawk & Hudson Chapter NRHS
Extra 2200 South, Don Dover, Editor
Diesel Locomotive Rosters by Charles W. McDonald:
 Kalmbach Books, 1982

Our Meeting:

Philadelphia Chapter's regular monthly meeting will be held on Friday evening, April 13, 1984, at 7:30 PM in the Conference Room of the Engineers' Club, 1317 Spruce Street, downtown Philadelphia. PLEASE NOTE THAT WE ARE MEETING ON THE SECOND FRIDAY IN LIEU OF OUR NORMAL THIRD FRIDAY DATE.



Our entertainment program will feature the classic color-sound film entitled "The BIG Little Railroad," produced by the Central Railroad of New Jersey in 1948. Presented through the courtesy of Bruce Russell, national director of the North Jersey Chapter, NRHS, "The BIG Little Railroad" tells the story of this gone-but-not-forgotten carrier which operated from the coal lines of Pennsylvania to New York Harbor and south through the pinelands of its namesake state. Steam and first generation diesels will be seen in profusion moving freight and passengers over CNJ's once-busy mainlines, in a film first viewed by Philadelphia Chapter members on March 17, 1949 when the Chapter was meeting in the old Baltimore & Ohio station at 24th & Chestnut Streets. Also on the program will be a selection of recent films of France's high-speed TGV trains.

As is our custom, a sit-down dinner (\$8.50 per person) may be enjoyed in the Club Dining Room, BY ADVANCE RESERVATION, beginning at 6 PM. Reservations must be made ON OR BEFORE WEDNESDAY, APRIL 11, to Vice President Tatnall at 215-828-0706.

As an advance memo for our May 18 meeting, we will see another program of professional railroad-theme movies. Watch for the announcement in May Cinders.

NOTICE OF ANNUAL ELECTIONS

You are hereby notified that election of officers for Philadelphia Chapter NRHS will take place at our regular monthly meeting, Friday, April 13, 1984, beginning at 7:30 PM. Nominations for the positions of president, senior vice president, vice president and treasurer, secretary and national director will be taken from the floor. Officers will be elected by a majority of the members present at the April 13 meeting.

MARIE K. EASTWOOD, *Secretary*

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