



# CINDERS

August 1989



## IN THIS ISSUE

Philadelphia Chapter News.....	1-2
Extra List.....	3
PHILADELPHIA EXPRESS, by Frank Tatnall.....	4
ON THE SCENE, by El Simon.....	8
MOTIVE POWER ROSTERS OF AREA SHORTLINES/REGIONALS..	11

Volume 50      Newsletter of the      Number 7

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

## BLUES RETURN TO WILMINGTON BIRTHPLACE



Amtrak AEM-7 #945 pauses at Wilmington, DE with train 94 June 4 as the Philadelphia Chapter's SEPTA special waits on track 1. This was the first visit of the Blueliners to Wilmington since they were built there in 1931-32. --Photo by FRANK TATNALL

SEPTA's famed Blueliners returned to the city of their birth for the first time in 57 years, during Philadelphia Chapter's successful excursion on Sunday, June 4. Passengers experienced an exciting high-speed ride in the sturdy old cars as the special train held to the maximum speed of 75 mph on Amtrak's Northeast Corridor south of Philadelphia that afternoon.

Actually, the excursion consisted of two five-car trains of former Reading Blues, built by the Harlan & Hollingsworth plant of Bethlehem Shipbuilding at Wilmington in 1931-32, and rebuilt in the Reading Company's Reading shops in 1964-65. They are now the oldest passenger cars in regular public service in the United States.

The large crowd of 275 boarded air-conditioned cars 9101-9102-9103-9104-9105 at 30th Street Station for an on-time departure at 10:25 on a pleasant, partly sunny morning. The unusual combination of cars in numerical order was the result of a special effort by SEPTA's Regional Rail organization, which operated the charter

for NRHS. After photo stops at Chestnut Hill East and the historic Frank Furness-designed station at Gravers, the train returned to 30th Street for a lunch stop. Clogged air-intake covers on the transformers of two cars, however, resulted in only three cars supplying traction power and speeds were lower than usual. But SEPTA reacted quickly, substituting the spare five-car set of Blues parked at Roberts yard in North Philadelphia which was deadheaded to 30th Street for an on-time departure at 12:45 PM. This set, made up of cars 9129-9119-9120-9109-9128, did an admirable job and had no trouble in reaching 75 mph enroute to Wilmington.

Among the charms of the colorful Blueliners are their open windows. Operating on the same railroad with Amtrak trains whose top speed is 110 posed an obvious problem, but announcements by Trip Director Larry Eastwood using the Chapter's newly-acquired bullhorn had the desired effect: passengers without exception were diligent in keeping their heads and arms inside the cars.

At Wilmington the train was posed southbound and, after a three-mile trip to "Ragan" interlocking to change ends, Engineer/Member Vince Jakubowski brought the special back to track #1 in Amtrak's beautifully restored Wilmington station for a half-hour layover. That period afforded passengers the opportunity to safely photograph the red, white and blue MU cars alongside platinum-mist AEM-7's #945 and 928 as trains 94 and 114 made their station stops. The photos represented a half-century difference in electric railroading technology!

(Continued on Page 2)

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

ANNUAL MEMBERSHIP DUES: \$22.00 per person, which includes Chapter and National dues. Chapter-only dues \$10.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302.

CHAPTER OFFICERS:

President.....F. G. Tatnall, Jr.  
Senior Vice President.....Michael L. Burshtin  
Vice President & Treasurer.....David L. Kopena  
Secretary.....Sheila A. Dorr  
National Director.....Peter M. Senin  
Historian.....Larry DeYoung  
Editor.....R. L. Eastwood, Jr.

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353.

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

MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December) at Engineers' Club, 1317 Spruce St., Philadelphia, PA. Dinner at Club 6 PM.

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

BLUES RETURN TO WILMINGTON BIRTHPLACE ON CHAPTER SPECIAL (Continued from Page 1)

Proceeding back to Philadelphia, the train continued through the center city tunnel to the Norristown Line, where a photo run was executed in perfect sunlight at Wissahickon station. By now the temperature had reached 85 degrees, but low humidity made for a comfortable day. After turning the train at Elm Street in Norristown and pausing for photos at DeKalb Street, adjacent to the new \$11-million Norristown Transportation Center, Engineer Jakubowski made a fast return to 30th Street for an on-time arrival at 5 PM.

As the faithful Blues near the end of their long careers in serving Philadelphia commuters, Philadelphia Chapter will make every effort to arrange further excursions with these cars before they are removed from active service.

The Chapter wishes to thank the people of SEPTA Regional Rail for their fine cooperation in helping arrange the June 4 outing. Engineer Jakubowski and Conductor John Chiavatta are especially to be commended. Chapter crewpersons, in addition to Larry Eastwood, were: Frank Tatnall, Mike and Lynn Burshtin, Dave Kopena, Doug Watts and Gerry Wilson.

ANNUAL SUMMER DINNER SET FOR TOWNE HOUSE ON AUGUST 18

Philadelphia Chapter's annual summer dinner will be held this year on Friday, August 18 at the Towne House Restaurant on Baltimore Pike, Media, PA. Postcard notices have been mailed to all members residing in the Philadelphia area.

A cash bar will be available. Dinner will be served at 6:30 PM in a private area reserved for the Chapter. The choice of entree is roast sirloin of beef or filet of flounder, and the dinner price is \$20 per person including tax and gratuity.

The restaurant is just a few steps from State Street, where the SEPTA Route 101 trolley from 69th Street stops at Veterans Square. The R3 Regional Rail station on Orange Street is several blocks away and parking is available at the restaurant.

Come out for a midsummer break and enjoy a get-together with fellow NRHS members and friends. Reservations (with checks or money orders) should be sent to: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.

PHILADELPHIA CHAPTER NOW RUNNER-UP IN MEMBERSHIP

Philadelphia Chapter is now second among the 160 chapters of NRHS in total number of full dues-paying members, ranking behind only the Bluewater Michigan Chapter. According to official figures released by Chairman V. Allan Vaughn, paid memberships as of the end of June 1989 stood at 14,706, with additional family members totaling 2,856.

The top ten chapters in terms of full members are:

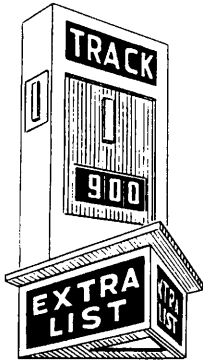
Bluewater Michigan.....	547	Pacific Northwest (Portland, OR).....	346
PHILADELPHIA.....	421	Baltimore.....	288
Washington, DC.....	377	Mohawk & Hudson (Albany, NY).....	288
Intermountain (Denver, CO).....	361	Ontario & Western (Middletown, NY).....	266
Atlanta.....	352	C. P. Huntington (Huntington, WV).....	257

Neighboring West Jersey Chapter was in 14th place with 204 full members, and Lancaster Chapter was credited with 242 members (11th place).

PLEASE DO NOT TELEPHONE DURING DINNER HOUR!

President Tatnall requests that members refrain from telephoning him during the normal dinnertime of 6 to 7:30 PM. For those who choose to ignore that courtesy, it is likely that the phone will not be answered at all.

The best time to telephone for information, or to make reservations is between 7:30 and 9:30 PM Monday through Friday.



AUGUST 27: 14th annual Train Show & Sale sponsored by Central Pennsylvania Chapter NRHS, 9 AM to 4 PM at West Shore excursion station, 196 North 3rd Street, Mifflinburg, PA. Admission: \$2.50 adults, children under 12 free. Train ride also available, leaving at 1:30 PM. For information, contact: Jack Hazlinsky, 105 Pawling Lane, Lewisburg, PA 17837 (telephone 717-524-9154).

SEPTEMBER 9: Steam and diesel excursion over Middletown & Hummelstown Railroad from Middletown to Hummelstown, PA and return, sponsored by Chesapeake Division RRE. Excursion over ex-Reading branch to be steam and diesel-powered. Train leaves Middletown 10 AM, returning at 5 PM, with multiple photo runbys enroute. Fare: \$30 per person. Order tickets from: RRE-M&H Special, c/o Wes Vernon, 1605 Billman Lane, Silver Spring, MD 20902, making checks payable to "Chesapeake Division RRE."

SEPTEMBER 10: Alco RS3-powered excursion over West Jersey Railroad, sponsored by Wilmington Chapter NRHS. Train leaves Salem, NJ 10:30 AM and will cover 18 miles of ex-PRSL branch to Swedesboro and return. Fare: \$24 per person. Order tickets from: Wilmington Chapter NRHS, P. O. Box 1261, Wilmington, DE 19899.

SEPTEMBER 24: Railroadiana and Model Railroad Show & Sale sponsored by Lehigh Valley Chapter NRHS, 10 AM to 4 PM at Dieruff Senior High School, Irving Street, Allentown, PA. Admission: \$2 per person (\$3 for entire family). Cost of tables is \$20 each. For information, contact: Paul A. Kuehner, P. O. Box 300, Laurys Station, PA 18059 (telephone 215-799-2530).

SEPTEMBER 30: Centennial celebration of former Central Railroad of New Jersey terminal at Liberty State Park, Jersey City, NJ. Free ferry rides and displays will be featured. Details in September Cinders.

OCTOBER 1: 10th annual Train Meet at Farm Market Hall, Route 61, Leesport, PA, sponsored by Reading Company Technical & Historical Society, 9 AM to 3 PM. Reading T&HS equipment open for inspection and Blue Mountain & Reading will offer excursion rides. Admission: \$2, children under 12 \$1. Cost of tables is \$8 each. For information, contact: Reading Company T&HS, P. O. Box 15143, Reading, PA 19612 (telephone 215-777-2053).

OCTOBER 1-29: 3rd annual Railroad Art & Photography Show at the Art Gallery of Hanover, 32 Carlisle Street, Hanover, PA, sponsored by Hanover Area Arts Guild, Inc. Hours: Fridays 10 AM to 7 PM, Saturdays and Sundays 10 AM to 5 PM, closed Mondays-Thursdays. Admission free. Featured will be railroad art and photographs, displays of railroad hardware and railroadiana. For information, contact: John R. Mowrer, 112 Fulton Street, Hanover, PA 17331 (telephone 717-632-0982 between 9 AM and 3 PM daily).

OCTOBER 7: 9th annual Hoboken Terminal Festival at former Lackawanna Terminal, Hoboken, NJ, 11 AM to 5 PM, sponsored by NJ Transit. Locomotive and equipment displays, railroadiana sales and a wide variety of foods will be featured. Admission free.

OCTOBER 7-8: Fall Spectacular at East Broad Top Railroad, Route 522, Rockhill Furnace, PA, with narrow-gauge passenger and freight train operations each day. Shade Gap Electric Railway will also be in operation. Station and roundhouse will be open and special night train will run Saturday. For information, contact: East Broad Top Railroad, Rockhill Furnace, PA 17249 (telephone 814-447-3011).

OCTOBER 21: Railroad Festival '89 at Whippany Railroad Museum, Route 10, Whippany, PA, 11 AM to 4 PM. Featured will be rail equipment displays, antique buses and 40th anniversary of Lackawanna's Phoebe Snow passenger train with Miss Phoebe Snow 1989 arriving aboard a parlor car painted in Lackawanna colors. Admission by donation. For information, contact: Whippany Railroad Museum, P. O. Box 16, Whippany, NJ 07981, enclosing large stamped, self-addressed envelope (telephone 201-887-8177).

OCTOBER 22: Diesel-powered fall foliage excursion on New York, Susquehanna & Western from Little Ferry and Passaic Junction, NJ to Warwick, NY and return, sponsored by Jersey Central Chapter NRHS. Train leaves Little Ferry 9 AM, Passaic Junction 9:15 AM, returns to Little Ferry about 5:30 PM. Fares: Adult coach \$39, children (5-12) \$32, first class \$105, box lunch \$5. Order tickets from: Jersey Central Chapter NRHS, P. O. Box 700, Clark, NJ 07066, enclosing stamped, self-addressed envelope.

OCTOBER 28: The Mountaineer Limited excursion from Scranton, PA to Oneonta, NY, sponsored by the Ontario & Western Railway Historical Society, Inc. Train leaves Scranton 8 AM, returns about 6 PM. First-class accommodations in NYS&W dome-observation, \$100, which includes continental breakfast and lunch. Coach tickets \$50, box lunch \$6 additional. Tickets should be ordered from: Mountaineer Limited Excursion, c/o Richard Schrade, P. O. Box 472, New Hampton, NY 10958.

NOVEMBER 4-5: RRE Wonderful West Weekend II, sponsored by Chesapeake Division RRE. Saturday rail excursion covers entire South Branch Valley Railroad from Petersburg to Green Spring, WV, Sunday steam excursion via Allegany Central (ex-Western Maryland) Cumberland to Frostburg, MD and return. Multiple runbys both days. Package fare: \$75 per person. Order tickets as in September 9 item above.

NOVEMBER 18: 3rd annual Holiday Railroad Extravaganza at Abington Junior High School, Susquehanna Road, Abington, PA, sponsored by Abington Township Police Association, 9 AM to 3 PM. Featured will be model railroads and railroadiana. Admission: \$2 adults, children under 12 free. Cost of tables \$15 each. For information, contact: ATPA, P. O. Box 211, Abington, PA 19001 (telephone 215-887-1460).

# PHILADELPHIA



## FRANK G. TATNALL, JR.

SEPTA is facing an August 20 deadline to equip its MU and cab cars with AMTRAK's new road channel 160.92 MHz, which by later this year will be in use throughout the Northeast Corridor. Existing radios on all Silverliner I, II and III units have been modified to include the new frequency as Channel 7. Here is the new radio lineup on these cars:

Channel 1 - Amtrak/Conrail road #1	160.80
Channel 2 - SEPTA road (south)	160.35
Channel 3 - SEPTA yard	160.395
Channel 4 - SEPTA road (north)	161.46
Channel 5 - SEPTA M of W	160.29
Channel 6 - Conrail road #2	161.07
Channel 7 - Amtrak road	160.92

For the time being the new frequency will apply only Philadelphia-Trenton, Philadelphia-Harrisburg and Wilmington-Washington (effective August 1 in the latter territory). AMTRAK was assigned 160.92 several years ago but stuck with 160.80 for all operations until this year. The change to an "exclusive" passenger channel was prompted by a recommendation of the National Transportation Safety Board in its report on the 1987 crash at Chase, MD.

Silverliner IV cars will require the installation of new "AAR 97-channel" radios to accommodate the 160.92 frequency, which will be Channel 54 on these radios. It is likely that the work will not be completed by August 20, meaning that cars with proper radios will need to be placed on the ends of each train. The Bombardier cab cars most likely will not receive new radios in time, so that their crews must use handsets or locomotives be placed on each end of the push-pull trains.



On June 27 SEPTA operated a special train to Harrisburg and return via AMTRAK, carrying more than 100 civic, business and labor leaders whose mission is to lobby State legislators for increased SEPTA funding. The train, which departed

Suburban Station at 7:40 AM, was made up of spanking clean AEM-7 #2303, Bombardier coach #2522 and car cars #2406 and 2408. Two of the push-pull cars had working restrooms installed--a first for SEPTA--though the lavatories will not be used in regular service.....As of late July, only four SEPTA MU cars had been equipped with the new automatic train control equipment, which will be required for operation on AMTRAK lines by April 1, 1990.....Silverliner II #258 has been equipped with an experimental side destination sign.....SEPTA has recently turned all of its AEM-7 locomotives and Silverliner married pairs at "Zoo" in order to equalize wheel wear.

The new crossovers at "Juniper" interlocking, between Suburban Station and Market East in the center city tunnel, were placed in service July 15.....Structural work on the \$10-million Cresheim bridge is virtually complete, but installation of sidewalks, track and wire remains to be done before R8 trains can resume service to Chestnut Hill West. The 85-ton girders for the main span of the bridge were brought in by truck from Johnstown, PA, according to a photo story in the Chestnut Hill Local newspaper. Service over the old iron bridge across Cresheim Creek was suspended in June 1987 for safety reasons.....The new Roberts Avenue Running Repair Facility near Wayne Junction was placed in service on August 1.

Pioneer III cars 245-246-248 have been operating more or less regularly since mid-May on Bryn Mawr turns 7001-9002-9019-7020.....SEPTA operated an unusual "private varnish" charter train on Friday evening, June 2 from 30th Street Station to Lansdale and return, hauled by diesels SW1200 #52 and GP9 #91. Heavyweight cars Ohio River, Dover Harbor (owned by the Washington, DC Chapter NRHS) and Blue Ridge, together with light-weight Leonard J. Buxton, were used to entertain a group from the Philadelphia law firm of Wolf Block Schorr & Solis-Cohen.....Two sets of Reading Blues have continued to operate through the summer, one on the regular Paoli assignment in trains 9536-9569 and the second rotating on Wilmington, Bryn Mawr, Fox Chase, Media and Chestnut Hill East trains. Yes, we said Wilmington. Within a week of Philadelphia Chapter's first-ever Blues excursion to Wilmington on June 4, a set of the old cars was assigned for a week to trains 7295-9208--the latter running express from Ridley Park to 30th Street. More 75-mph running for the Blues! Instructions were issued that the second set was to consist of air-conditioned cars as much as possible.

Ridership on the 27 weekday R2 trains to and from Wilmington is averaging about 450 per day south of Marcus Hook--25 percent of the passengers riding "reverse peak" to and from jobs in Wilmington. SEPTA re-instated the service on January 15, after a hiatus of more than six years.....SEPTA is planning to reopen the old Baldwin station in Eddystone by September, but startup depends on AMTRAK's agreement to activate the crossovers at "Baldwin" interlocking (Les Dean).....Lansdale Borough officials signed an agreement with

## PHILADELPHIA EXPRESS (Continued from Page 4)

SEPTA last month to lease the former Reading station in Lansdale for 99 years. Under the agreement, the Borough will rehabilitate the waiting room and increase the number of parking spaces from 200 to 500.....SEPTA has eliminated Newtown Junction in Olney as a turnback point.....Trains that originate on one route and run through center city to another route will now be numbered in the 4000-series, and trains originating or terminating at Market East Station will be numbered in the 8000-series.

SEPTA reports that Regional Rail performance improved markedly in the first three months of 1989, with 96 percent of all trains arriving on time at Suburban Station. This contrasted with a 73-percent on-time record for SEPTA's buses and trolleys during the same period. "On time" in SEPTA parlance means arrival within five minutes of schedule.....After a great deal of media attention and public unrest, SEPTA has modified its controversial policy to assess penalties on all cash fares paid aboard trains. Introduced last April, the little-noticed policy required crews to collect the base one-way fare from passengers who failed to purchase tickets in advance--even if ticket offices in the stations were closed or ticket machines inoperative. In June, SEPTA said passengers who are the victims of non-working ticket machines will be given a form by the trainman, together with a receipt for the fare paid and a postage-free envelope. Upon request SEPTA will issue a coupon for the amount of the excess charge, which can be applied against purchase of a future ticket.

The U. S. Supreme Court in June remanded to the 3rd U.S. Circuit Court the case of SEPTA versus the United Transportation Union, which involved SEPTA's attempt to begin random drug and alcohol testing of rail workers. SEPTA now believes that the lower court will approve the testing, in light of an earlier Supreme Court ruling which upheld CONRAIL's right to administer periodic drug tests "without probable cause"..... SEPTA will receive a \$15-million grant from the Urban Mass Transportation Administration for repairs to several "critical" bridges on the Regional Rail system.....SEPTA has reissued and updated its "Airport Line Reference Guide," designed to provide information about Philadelphia to visitors using the R1 Airport rail line.

Regional Rail passengers experienced a series of service disruptions between late May and early July, some of them weather-related.....On May 27 train 1736 from Trenton struck and killed a trespasser at Tacony station, after the victim reportedly knelt in the path of the train.....On June 1 and 2 hundreds of Paoli-Downingtown riders suffered lengthy delays at Bryn Mawr on AMTRAK's Harrisburg mainline when a crossover switch failed to operate. On the second day, a Friday, 15 westbound SEPTA trains were delayed from 48 to 90 minutes. When no maintainer could be located, the offending switch was finally blocked and spiked.....On June 6 Fox Chase commuters had to be bused during the morning rush when overhead wires fell south of Cheltenham. CONRAIL TV-171 was held for more than three hours.

During the afternoon of June 7 the R6 Norristown Line was closed down because of Schuylkill River flooding in Conshohocken. The water receded and the line was reopened in time for the next morning's rush hour.....Late on June 12 vandals set fire to a signal case at "Neshaminy" interlocking on the West Trenton route, causing persistent 15-minute delays for all R3 trains until CONRAIL, which owns the line, was able to repair the signal circuits more than a month later.....Also on June 12, R2 train 9264 from Marcus Hook was misrouted by an AMTRAK operator to an unwired freight track at "Phil" interlocking in West Philadelphia.

A violent rainstorm on Thursday, June 22 snarled SEPTA rail service at several locations. Water over the rails between "Neshaminy" and "Woodbourne" on CONRAIL's Trenton Line delayed two freight trains but SEPTA West Trenton service had already been suspended because of an earlier washout just south of Jenkintown station. This washout, 20 feet wide and eight feet deep, was particularly dangerous because it left the rails and signal circuits intact. It was discovered by the engineer of West Trenton-bound train #356 just before 3 PM but he alertly stopped his train short of the cavity. More than 350 tons of stone were required to fill the hole, which was caused by the sudden rise of Tookany Creek, and service on the R5 Lansdale-Doylestown and R2 Warminster Line was restored by the next morning. West Trenton trains did not resume until Saturday afternoon, June 24, because of another serious washout at Bethayres station, first reported by train #351 Thursday afternoon. High water soon engulfed automobiles in the Bethayres station parking lot. Meanwhile, the loss of catenary power on the Mainline stranded several other trains south of Jenkintown, some of which were coupled together and towed back to Wayne Junction by diesel #52. Needless to say, a chaotic situation prevailed in the hot, humid center city stations during that afternoon rush hour as "Service is suspended" announcements were displayed on the video screens. SEPTA said that more than 130 shuttle buses were pressed into service to get riders around the affected area, but many passengers were hours late in reaching home. Some resorted to the Broad Street subway but found that connecting buses at Olney were already jammed. For commuters the reports of flooding seemed hard to believe because there had not been a drop of rain in center city the entire afternoon! To make matters worse, after service was restored the next morning many of the same riders were delayed by a signal power outage between Jenkintown and Tabor which lasted from about 7 to 8 AM.

Passengers on the Ivy Ridge Line were bused to and from Overbrook during the week of June 26 while AMTRAK repaired the flyover bridge at 52nd Street in West Philadelphia.....Then, on June 30 SEPTA train 0255 with three cars derailed in "Grove North" interlocking at Willow Grove. Shuttle buses were used..... Finally, on July 11 heat caused an overhead wire near the Civic Center to sag, and eventually 800 feet of it fell to the track, disrupting service on the Airport, Wilmington and Media-Elwyn lines. Buses were substituted for the Airport trains. Temperatures in excess of 90 degrees that day caused further delays throughout the system as reduced speeds were ordered because of the risk of sagging wires.

SEPTA appears to have won its long court battle to raise the price of tokens, passes and transfers on the City Transit Division. Commonwealth Court on July 31 voted 6-1 to approve the higher fares as "reasonable and necessary," overruling a Common Pleas judge in Philadelphia who had blocked the increases since last

## PHILADELPHIA EXPRESS (Continued from Page 5)

April. Three consumer groups led by Activist Max Weiner vowed to appeal the decision to the Pennsylvania Supreme Court, but SEPTA placed the new fares into effect at 12:01 AM on August 3. The four-month delay, however, cost SEPTA an estimated \$8.5 million in lost revenue. The action was expected to end the hoarding of tokens, which SEPTA said resulted in nearly half of the six million tokens being kept out of circulation. Tokens increased in price from 85 cents to \$1 each in lots of five or ten, weekly TransPasses went up from \$12 to \$15, monthly passes from \$45 to \$55 and transfers from 25 to 40 cents. Only the base cash fare of \$1.25, highest in the U.S., remains unchanged.



SEPTA got more good news last month when State officials agreed to transfer about \$33 million in operating expenses to SEPTA's capital budget. This is in addition to an \$11-million boost in State contributions toward SEPTA's Fiscal 1990 operating budget. In effect, State operating subsidies this fiscal year will total \$194 million, up from \$150 million last year. Capital funding, on the other hand, comes largely from Washington, and pays for such programs as vehicle overhaul which in the past have been charged against the operating budget. While these actions go a long way toward balancing the current budget, they are only a first step in SEPTA's ambitious ten-year rebuilding plan which will cost at least \$4.5 billion.

The \$11.7-million Norristown Transportation Center was dedicated at a ceremony on July 14 hosted by Chapter Member Ronald DeGraw, SEPTA's chief officer for Suburban Operations. In his remarks before the assembled group of dignitaries and the public, DeGraw pointed out that SEPTA has spent or committed more than \$125 million toward rebuilding the Route 100 Norristown High Speed Line—the old Philadelphia & Western Railway—in the form of new track and signals, this station and the recently-restored 69th Street Terminal and 26 new AC-drive passenger cars. The Norristown facility, with two P&W tracks on its upper level, permits integrated service with six of SEPTA's Suburban Transit bus routes and the R6 Regional Rail line. Buses began using the new terminal June 5 and the Route 100 cars moved in June 15, after a month of turning at Bridgeport. The Center is built on land once occupied by the Pennsylvania Railroad passenger station. While the 1931-vintage P&W station at Main & Swede Streets was closed on May 17, the famed Bullet cars of the same era now roll into the new terminal and will continue to do so until replaced by the ABB cars sometime late next year.

The Train Collectors Association chartered a three-car Bullet train on June 25, the second such train in less than two months and the last P&W special before SEPTA's stringent new charter rules take effect. Cars 203-206-208 teamed up for the trip, but could not go north of Hughes Park because of a washout near the Turnpike overpass caused by the torrential rains of the 22nd. The line was reopened later in the afternoon, after the charter run had ended. Also seen that day was the last operable "Strafford" car, #162, pressed into regular service because three of the five Bullets were assigned to the special.....By coincidence, Railfan & Railroad Magazine begins a major two-part article on the P&W in its September issue. Titled "Brills in the Hills," its author is West Coast Traction Fan Donald Kaplan.

Rebuilding of Olney station on the Broad Street subway is at the halfway mark, with a target date for completion of July 1990. Installation of new express tracks in the subway between Olney and Erie stations is underway and should be finished in May of next year.....SEPTA has completed its project to install passenger safety lighting on the Market-Frankford subway-elevated.....SEPTA has been awarded \$15.4 million in Federal funds to renovate the Wyoming Avenue bus maintenance facility, as well as \$7.5 million to rebuild track in the Broad Street subway south of Erie Avenue and on the surface portion of Route 13.....SEPTA's board in June agreed to spend \$21 million to make 16 additional Regional Rail and subway-elevated stations accessible to the handicapped, at the rate of one per year. Also agreed to was the purchase of wheelchair lifts on all new buses. Late in July, the 3rd U.S. Circuit Court of Appeals affirmed that U.S. transit authorities must provide equal service for handicapped and non-handicapped riders, but did not specifically require that new buses purchased with Federal funds be equipped with wheelchair lifts as demanded by organizations representing the disabled. Paratransit service, such as provided by SEPTA, was deemed an acceptable option.

Chapter Member William H. Polk has been appointed as Montgomery County's representative to the SEPTA Advisory Committee. Polk is a former State deputy secretary of transportation and a professional transportation engineer.....A giant ceramic tile mural of Philadelphia scenes was unveiled in June at the 34th Street station of the Market Street subway. It was funded by the nearby universities and a \$100,000 contribution from SEPTA.....Those newly-installed blue lights at the entrances to subway-surface stations are designed to alert passengers to service disruptions. A flashing blue light means that cars are not running in the trolley subway, possibly the result of diversions to the 40th & Market subway station.

A SEPTA investigation has concluded that the driver of the Route 32 bus which collided with a school bus May 23 on North 33rd Street was exceeding the 25-mph speed limit on a wet roadway. Fifty-eight people, most of them schoolchildren, were injured in the accident.....Crime has increased 61 percent on Philadelphia subways and in the center city concourses during the first six months of 1989 versus a year ago, according to a Daily News report. Police are handicapped by reduced personnel and the breakdown of most of the 120 surveillance cameras in subway stations.....SEPTA has issued an informative booklet detailing its plan for improved bus service in the congested King of Prussia-Chesterbrook area.....The Route 23 trolleys have continued to operate this summer.

AMTRAK's Atlantic City service has not exactly gotten off to a roaring start, with many trains reportedly carrying 50 or fewer people and consists reduced to four cars. The problem is not poor service--the widely-publicized delays following the May 23 startup have evaporated and most trains now run on time. Though the Washington-Atlantic City through trains are doing well, the general public sees little advantage in paying

## PHILADELPHIA EXPRESS (Continued from Page 6)

\$25 for a round-trip rail excursion while receiving no "freebies" from the casinos--rolls of coins, discount meals and the like--which they get if they ride the bus. Under the Federal law which granted Amtrak \$30 million for the Atlantic City project, the railroad must cover its direct costs for the service after the first year, or terminate the operation. Thus, Amtrak marketing officials have been feverishly searching for ways to boost the sagging ridership and late last month achieved a breakthrough. Harrah's Marina Hotel & Casino announced that it will become the first gaming hall to offer Amtrak passengers complimentary incentives, including free coins, beginning September 6. In the meantime, Harrah's will also provide free transportation between the Amtrak station and its casino, eliminating another peeve of rail riders: the unreliable \$5 bus service. Amtrak may also try to build business by extending certain of the little-used Philadelphia trains to points beyond, such as Harrisburg, though this would require additional equipment.



From the beginning of the Atlantic City operation it was AMTRAK's plan to have F40 diesels on the north end of each train and cab control cars on the south end. During June, however, several cases of trains running with F40's on both ends were reported. This was especially true of Washington trains 661/664. Delivery of an additional cab car, #9643, and the use of unrefurbished cab car #809 appears to have ended this practice. In June came another change: the switch to Amtrak's hitherto unused radio frequency 160.92, on the Atlantic City line.

Meanwhile, NJ TRANSIT announced that it would after all begin its promised Lindenwold-Atlantic City commuter rail service on September 17, the result of the Legislature's action in late June to add another \$17.5 million to NJT's fiscal 1990 operating budget. Trainsets will be stored on a lengthened Race siding in Cherry Hill between runs, but it is still uncertain where maintenance and fueling will be performed. The first push-pull trainset, powered by newly-delivered GP40FH-2 #4141, appeared August 2 on the Atlantic City line. (Member Bert Pennypacker learned of this event via his scanner radio.) With the start of the NJT operation Amtrak will no doubt eliminate most of its service at Lindenwold, where all but the New York trains now stop.

Philadelphia Railcar Owner Bennett Levin was featured in a lengthy article entitled "A One-Track Mind" in the Inquirer Magazine of June 25. The story told of Levin's long, expensive effort to restore ex-Pennsy business car #120, on which he has spent more than \$400,000, and his purchase and restoration of CONRAIL's Fairhill freight station into what is now the Juniata Terminal Company in North Philadelphia. Son Eric, overseer of the 120 project and member of Philadelphia Chapter, is also given much credit by Writer Art Carey, a deputy editor who also likes trains. That same weekend, a gleaming 120 with the Levins and guests on board, took its first AMTRAK ride in four years, though interior refurbishing was still incomplete. The car went to Pittsburgh on the rear of train #47 June 24 and returned on #246 the next day.

Record rainfall--up to eight inches in the Wilmington area--flooded AMTRAK's Northeast Corridor near Edge Moor, DE on July 5, forcing a total shutdown of rail traffic between 9:50 AM and 1:26 PM when one track was restored for 5-mph speeds. More than 10,000 passengers were delayed as numerous trains were held or annulled during the day. Normal operations were not resumed until 9:45 PM.....AMTRAK will extend its summer timetables from September 16 to October 28 (NARP).....Train 46 was terminated at Ardmore on June 13 when F40 #375 ran out of fuel. About 150 passengers were transferred to a SEPTA train.....More than 300 unionized AMTRAK workers picketed 30th Street Station on June 30, part of a 25-city demonstration to protest the railroad's demands for salary cuts and work-rule concessions. Spokesmen for 17 unions said that Amtrak is courting a strike in its negotiations to replace contracts that expired in June 1988.

Governor Casey, Mayor Goode and other high-ranking politicians appeared at AMTRAK's dilapidated North Philadelphia station on June 23 to announce that the State would contribute to the \$14-million redevelopment of the 88-year-old building.....On June 1 AMTRAK increased fares on most short-distance routes by five percent, and by ten to 15 percent on the Northeast Corridor.....AMTRAK reports that it is beginning to notice deterioration of some concrete ties installed on the Corridor and that it will hold the manufacturer, Lone Star Industries, responsible for the cost of replacement. About 260,000 of the 1.3 million ties furnished by Lone Star are considered suspect, according to a report in the New York Times. Other railroads, including METRO-NORTH and CSX, are also going after Lone Star because some concrete ties they bought just a few years ago are now crumbling--in spite of assurances that they would outlast wood ties.....Did you see the favorable two-page article on AMTRAK (with color photos) in the "Personal Business" section of Business Week Magazine for July 17? Trains ridden by BW reporters included the Coast Starlight, Cardinal, Auto Train and California Zephyr.

Shortline News Items: BLUE MOUNTAIN & READING was awarded the contract to operate the State-owned branches from Pottstown to Boyertown (nine miles) and Topton to Kutztown (four miles), effective July 1. The Anthracite Railway, former operator of the two lines (and of the Emmaus-Pennsburg branch previously awarded to BM&R), moved all of its remaining locomotives and cars June 24 to the OCTORARO RAILWAY at Kennett Square. The cleanup train, hauled by SW1 #55, moved from Pottstown to Wilmere, DE via CONRAIL-Park Junction-CSX. Meanwhile, BM&R has assigned two recently-acquired diesels to the new operations--ex-Conrail #8905, repainted in dark green and renumbered 1200 to Boyertown, and ex-Warner Company SW1 #15, renumbered 600 to Kutztown. Last spring BM&R purchased #15 and ex-Warner Baldwin DS44-750 #14 from Waste Management Corp., moving them to Temple from their storage site near Morrisville. Also moved was ex-Reading NW2 #103, purchased by the Reading Company Technical & Historical Society (John Petko, Railpace).



Amtrak's latest locomotives, F69PH units 450 and 451, should be on their way to the Pueblo test facility as you read this. They were due out of LaGrange in July and August. After a three-month test period at the U.S. DOT facility, the distinctive new units will break in on Chicago-based trains.

The September schedule change has been put back to October now, and plans call for additional limited-stop Metroliner service (two round trips then). To provide additional capacity, eight coaches and five cafes are being upgraded to Metroliner standards (I believe the cafes may become clubs or dinettes). Meanwhile, the existing Metroliner Service coaches, built originally for long-distance service, are losing their dressing rooms in favor of eight additional seats as they cycle through Ivy City. Presumably, the cars equipped with telephones (in that area) are unaffected.

As July began, the coaches in Amtrak's initial Horizon fleet order were largely delivered and they are now equipping most "local" Chicago-area trains. The first of six Horizon dinettes, 53000, was released on July 5 from Bombardier's Barre, VT facility, and sent to the Windy City.

The erstwhile Capitoliners are all out of service, but most of the last cars to see service are receiving a "quickie" modification to serve as cab cars (like prototype 809). Meanwhile, Wilmington finished the cab cars for Atlantic City and will now outshop cars for Michigan service (9646-9652) at the rate of one car each month. The six Capitoliner coaches not allocated to the control car program are 814, 818, 822, 826, 827 and 828.

Cars known to be at Amtrak's Bear, DE facility for upgrade to Metroliner Service for the additional trains noted in this article are cafes 20034, 20042 (conversion to clubs) and coaches 21815, 21823, 21827, 21835, 21845, 21869, 21878, 21885. In addition, Beech Grove has 21860 and 21865, which usually means they will emerge as 84-seaters with new numbers. There will be 58 of the original 90 in Metroliner service, 11 conversions to push-pull (including the San Diegan Custom Class cars) and at least 13 rebuilt to 84 seats to date, leaving less than 10 cars not assigned to specific service.

The Amtrak board in June approved the conversion of 32 additional Amfleet and three baggage cars to trainlines for push-pull service.

Amcoach II 25002 appears to be the second write-off of the 150-car Amfleet II fleet, as a result of the recent Silver Star derailment through a crossover in Virginia earlier this year. The other Amfleet II writeoff is coach 25080.

The long-awaited restoration of the Montrealer took place on July 18, following an inaugural press run from Amherst, MA to Montreal on Monday, July 17. Chapter Members Mike Burshtin, Larry Eastwood and Frank Tatnall participated in the inaugural press trip and reported that enthusiasm for the return of the train was highly evident at stops made enroute. For the record, the press train consisted of F40's 401 and 402, baggage car 1249 (stencilled "Montreal Service Only", Amcoach I 44145 and 44185, Heritage lounge 3117, Amcoach II 25105 and 25100, Heritage lounge 3114, Amcoach II 25103 and 25061, 10-6 sleepers 2464-Silver Isle and 2448 (unnamed) and business car 10000. The governors of Vermont and New Hampshire made a joint speech at Claremont Junction, NH, and various Senators and Representatives were also noted on the inaugural trip.

The consist of the restored Montrealer will include a baggage car, two 10-6 sleepers, a "Pub" lounge and four Amfleet II coaches, with additional cars added below New York as needed. As in the past, a piano is available in the lounge and tray meals are also available. Because of a still-deteriorated stretch of B&M track between Springfield and Northfield, MA, the train will operate via the Shore Line to New London, CT, then north on the Central Vermont via Palmer, MA, rejoining the old route at Northfield, which is below Brattleboro, VT. Only one intermediate stop, at Amherst, MA, is scheduled between New London and Brattleboro. Running time is over two hours longer, accommodated by earlier departures at Montreal and Washington. The daytime "Ambus" between Essex Junction, VT and Springfield, MA will continue to operate, thus providing Amtrak passengers with basically two daily trips between the Northeast Corridor and northern New England points. The motorcoach will be operated under contract by New Britain Transportation of Connecticut, who underbid Vermont Transit and Peter Pan for the service.



## ON THE SCENE (Continued from Page 8)

If you're thinking about food, you will find that menus on Amtrak's full-service diners are "generic" -- that is, they tell the type of entree and the steward will announce the exact selection for that day. Dinner may include a chicken, fish and pasta selection plus prime rib and steak. Most people I've spoken with have found the food quite acceptable. New Metroliner Service menus include tossed salads, shrimp cocktail, a fruit and cheese tray, as well as other items designed to appeal to this upscale clientele.

I made a recent trip to Chicago, and my observations were that only a handful of Amfleet cars remain in service around the Windy City, and most of these are food service cars, with the Horizon fleet food service cars coming at the end of the order. I noted only three Superliners in the old livery (coach-baggage 31015, lounge 33023 and coach 34098). The general rule, of course, is that all western trains draw Superliners, while the City of New Orleans and the four Chicago-Washington/New York trains are Heritage fleet with or without Amfleet II coaches and lounges. Amfleet II coaches will be found on the Capitol Limited and Cardinal. It was not uncommon to see late departures due to equipment problems, and reports of reductions in next year's Amtrak maintenance budget are not encouraging, to be sure. However, I should note that the two trains I rode operated on time (except for a CSX switch failure) and everything worked. I did note a definite improvement in crew performance over a year ago, too.

Philadelphia-area fall schedule changes are likely to find us seeing the additional of three limited stop Metroliner Service trips, making a total of four -- a morning and afternoon round trip. A proposed addition to the Metroliners would have the last southbound trip terminate at Philadelphia in the evening. This set of equipment would then operate a Philadelphia-Washington morning trip to relieve pressure on Train #101. We may also see some rationalization of the Atlantic City service to adjust for the present ridership patterns.

In Canadian items, VIA withdrew the last four Tempo cars from service in early May. Most had been sold to the Rio Grande several years ago and now equip the famed Ski Train. Built in 1967, these cars suffered from rough-riding trucks and their early HEP made them orphans in VIA's fleet.

Ontario Northland's first several coaches rebuilt from GO Transit single-level cars have been assigned to its "Little Bear" mixed train to Moosonee. HEP is provided from a former Milwaukee Road B unit.

Montreal's STCUM received 24 new Bombardier coaches, but had no HEP-equipped locomotives to pull them. A unique solution was the mounting of a generator on a flat car to provide power, but the amount of vibration was excessive, breaking the mounts. At last report, VIA was being approached to lease F40PH units (which there may be plenty of after October, given the current feeling of the Canadian government toward VIA). Cars are numbered in the 700 series and supplant the 800-series single-level and 900-series gallery cars on trains out of CP's Windsor Station.

In commuter rail news, MBTA on July 10 placed the first of its new Bombardier coaches in service in Boston. By month's end, the four cars delivered will have replaced the last towed RDC's, on the Readville shuttle out of South Station.

Long Island's summer parlor car service once again serves the Hamptons and Montauk. New this year is a noontime service to East Hampton, which returns to form a later Montauk train. A total of five Friday trains and one Thursday train offer service to Montauk, with five Sunday and two Monday trains returning.

NJ Transit's Comet IIB's were rebuilt from Arrow I MU's which had been stored for several years. The 15 coaches (5220-5234) were rebuilt from 100-series MU's, except the final car, which had been #509. The 15 cab control cars (5155-5169) were rebuilt from 500-series cars. The mists of time, however, have obscured why some cars were modified and renumbered as 500's. Cars 5220, 5221, 5223 and 5226-5231 (nine cars) came in 1987, and the remainder in 1988. MU cars 105, 119, 121, 123 and 534 were not rebuilt and, in fact, several have been retired.

In Chicago, the South Shore Line operates 36 of its MU's each rush-hour (out of perhaps 41 serviceable cars). A six-car diesel-powered gallery set continues to operate, but runs non-stop from Randolph Street (Chicago) to Hegewisch, skipping all the high-level Metra Electric stations.

Seven new Metra F40PH's delivered this year have forced the retirement of the last C&NW E units and the newest F40, #180, is now testing on the Burlington Northern, mingling with the famed E unit fleet. Four more F40's have been ordered, meanwhile, and speculation has it that they may begin to replace some of the BN E's. Many F40's and all F40C's have been repainted into Metra's red and blue livery. Meanwhile, the three Norfolk Southern and two Joliet line commuter trains are now serviced at Metra's Western Avenue coach yard, so some former Milwaukee Road gallery cars are showing up on these trains. Apart from the South Shore MU's, the only two low-level cars in Chicagoland commuter service are club cars 553 and 555, operating on a C&NW Kenosha train. They wear the same brown and blue as the gallery cars but actually operate with C&NW's only train of newer Budd-built stainless cars.

In a few transit items, New York Rail Car received a contract to rehabilitate 136 Chicago subway cars, built some 20 years ago by Budd for the opening of the Dan Ryan and Jefferson Park lines.

Toronto plans to rebuild at least 21 more PCC's by 1991 for continued service, operating alongside the single LRV's and articulated ALRV's. The cars will carry 4600-series numbers, once assigned to former American PCC cars operating on TTC.

(Continued on Page 10)

## ON THE SCENE (Continued from Page 9)

Washington's WMATA has ordered another 140 subway cars from Breda, but it's not yet known who will complete the cars in the United States (Amtrak did the earlier order at Beech Grove shops).

Dallas, TX will have a new trolley line soon. The McKinney Avenue Transit Authority dug up existing rails between Ross and St. Paul and Allen and McKinney, some three miles. Rolling stock includes four active cars (Dallas Birney, Melbourne, a Brill and a Dallas "turtle deck" (Stone & Webster) car, #186, all rescued and restored. Several other cars are stored for future use.

SEPTA, meanwhile, is retiring PCC's as they reach eight years of rebuilt service, the minimum requirement for the Federally-funded GOH program. At least 2096, 2101, 2113, 2121, 2122, 2124, 2131 and 2715 had been set aside by April 1, 1989. At that date, 98 PCC's were considered active and 2105, 2111 and 2799 were awaiting repairs. One GOH PCC was wrecked and retired earlier, and this accounts for 110 cars. The last two PCC's intended for this program, 2187 and 2194, were completed as work cars and assigned to Woodland.

## PHILADELPHIA EXPRESS (Continued from Page 7)

Two other shifts in management occurred recently on eastern Pennsylvania shortlines. After 15 years, the contract which McHugh Brothers held with the Bucks County Industrial Development Corp. for operation of the NEW HOPE & IVYLAND was not renewed. When a call for bids was issued, the MORRISTOWN & ERIE was awarded the operating contract effective June 1 and as of June 6 M&E Alco C424 #19 had arrived on the property to service the few remaining customers around Ivyland. McHugh Brothers on June 1 evacuated the NH&I by moving U30B units 401-402 and Baldwin DS44-1000 #101 under their own power to the Tyburn Road switching operation at Morrisville, via SEPTA-CONRAIL. NEW HOPE STEAM RAILWAY continues to operate excursion service on the New Hope end of the line.....Also effective July 1, DELAWARE OTSEGO's Lackawaxen & Stourbridge was evicted from the 25-mile ex-Erie branch between Lackawaxen and Honesdale, PA. The replacement operator is the new STOURBRIDGE RAILROAD, run by the managers of NORTH SHORE and NITTANY & BALD EAGLE. Because DO took its locomotives when it left, SBRR was forced to use ex-BANGOR & AROOSTOOK BL2 #54, owned by the Wayne County Chamber of Commerce, until it transferred CF7 #44 from Northumberland, PA in mid-July.

BLACK RIVER & WESTERN operated a VIP-fundraising special on a sunny June 11 from Flemington to Lambertville, NJ and return for account of the United Railroad Historical Society. Intended to drum up support for the proposed New Jersey Railroad & Transportation Museum, the special with DELAWARE OTSEGO and other private varnish was headed by MORRISTOWN & ERIE C430's #16-17. Earlier, an NJ TRANSIT push-pull special from Newark arrived in Flemington behind F40PH-2 #4116, having entered the BR&W via CONRAIL's Lehigh Line at Three Bridges. ....MARYLAND COMMUTER RAIL (MARC) has purchased four ex-PRSL RDC-1 cars from NJ TRANSIT. Numbers are not known at this time (Rich Gladulich).....UPPER MERION & PLYMOUTH received a second-hand SW1200 in July, number unknown (John Petko).....The Fairless Works has taken delivery of the first five of nine rebuilt SW1200's ordered from Wilson Railway of Des Moines, IA. These units are intended to replace the remaining Baldwin and Fairbanks-Morse units still in service at Fairless (John Petko).

NORTH SHORE RAILROAD plans to acquire three switchers from CONRAIL, SW7 #8869, SW8 8618 and SW9 8983. SW1200 #12, now leased for use on the NSHR-operated SHAMOKIN VALLEY at Shamokin, PA, has been sold by its owner and will be replaced by one of the newly-acquired units. The SW9 will be repainted in an Erie Lackawanna scheme to match SW8 #365 at Northumberland (Wayne Laepple).....WILMINGTON & WESTERN has been leasing its ex-Rohm & Haas Alco S2 #3 to OCTOPUS RAILWAY.....STRASBURG's opulent wooden parlor car Marian is sporting a window-box air conditioner!.....In June PATCO reached a tentative contract agreement, but Teamsters Union members overwhelmingly rejected the settlement. The 180 workers represented have a no-strike clause in their current contract, and bargaining continued.....Pioneer Railroad, operator of the WEST JERSEY RAILROAD, has issued a prospectus for the sale of one million shares of new common stock.....Electro-Motive Division says that it will rehab the original FT road diesel unit, #103, now at the St. Louis Museum of Transport, and place it on display in September to mark the 50th anniversary of the introduction of this landmark diesel. Another EMD milestone was the first true "second-generation" unit, Reading GP30 #5513, delivered in 1962. Now owned by the Reading Company Technical & Historical Society, this unit has also been earmarked by EMD for a guest appearance at the September display at LaGrange, IL.

SHORE FAST LINE has a new owner, after sand and gravel producer Better Materials sold its interest. SFL plans to begin freight service next month over the NJ Transit-owned ex-PRSL line between Winslow and Rio Grande, NJ. The PRSL Historical Society equipment now stored at Woodstown, NJ is also slated to move to the SFL at Winslow.....McHugh Brothers, following their ouster from the NEW HOPE & IVYLAND, have formed a new common carrier named the TYBURN RAILROAD (TBRR), based on a short stretch of track near the USX Fairless Works at Morrisville. All of the former NH&I units have been transferred from New Hope to Morrisville (see above), though 44-tonner #400 is the only unit currently in service switching covered hoppers at the Tyburn transfer facility.....PATCO suffered a rare derailment August 8 in the subway near 12th & 13th Streets station, stranding more than 200 passengers in the train for more than an hour. The accident occurred when the rear truck of the lead car derailed on a crossover. No one was injured but service was disrupted through midday.

Replacement of a driving axle on K4s #1361 was to begin this month in the CONRAIL shops at Altoona, but it is uncertain when the steamer will return to service. The 1361 has been idle since returning from excursions in York, PA last summer, when it developed a hot box near Lewistown, PA. Short trips are tentatively scheduled out of Altoona in October, as well as excursions from Altoona to Bellefonte, PA and return October 21-22 via Conrail and NITTANY & BALD EAGLE.

## MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS (Corrected to July 1, 1989)

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>ASHLAND RAILWAY (ASRY), WHITINGS, NJ</u>						
32-33	B-B	GP9	D/E	GMD	1957	Conrail 7432, 7433
<u>BALTIMORE &amp; ANNAPOLIS RAILROAD (BLA), FERNDALE, MD</u>						
87	B-B	SW9	D/E	EMD	1953	Chesapeake & Ohio 5092
<u>BLACK RIVER &amp; WESTERN RAILROAD (BRW), RINGOES, NJ</u>						
1	0-4-0	15-ton	G/E	Mack	1935	Crucible Steel 1
41	B-B	CF7	D/E	EMD	1950	Santa Fe 2419 (F7A 326L)
42	B-B	CF7	D/E	EMD	1951	Santa Fe 2421 (F7A 252C)
50	0-4-0	20-ton	D/M	Davenport	1941	Kingston Trap Rock
56	B-B	T6	D/E	Alco	1958	Conrail 9847
57	B-B	RS1	D/E	Alco	1948	Washington Terminal 57
60	2-8-0		Steam	Alco	1937	Great Western 60
4666	Railcar	OEG415	D/E	Brill	1930	Pennsylvania 4666
<u>BLUE MOUNTAIN &amp; READING RAILROAD (BMRG), HAMBURG, PA (Note 1)</u>						
103	B-B	NW2	D/E	EMD	1947	Reading 103 (Note 2)
413	B-B	NW2	D/E	EMD	1948	Conrail 9220
425	4-6-2		Steam	BLW	1928	Gulf, Mobile & Northern 425
600	B-B	SW1	D/E	EMD	1953	Warner 15
600-601	B-B	CF7	D/E	EMD	1951	Santa Fe 2424 (F7A 335L), 2446 (F7A 261C)
730	B-B	DS44-750	D/E	BLW	1950	Warner Company 14 (Note 2)
1200	B-B	SW7	D/E	EMD	1950	Conrail 8905
2102	4-8-4	T-1	Steam	Reading	1945	Reading 2102
5308	C-C	C630	D/E	Alco	1967	Conrail 6761 (Note 2)
5513	B-B	GP30	D/E	EMD	1962	Conrail 2181 (Note 2)
5706	A1A-A1A	E8A	D/E	EMD	1952	Amtrak 495 (284)
5898	A1A-A1A	E8A	D/E	EMD	1951	Amtrak 497 (305)
9166	Railcar	RDC-1B	D/M	Budd	1958	SEPTA 9166
9168	Railcar	RDC-1	D/M	Budd	1951	PennDOT 9168
NOTE 1: Locomotives also based at Auburn, Boyertown, East Greenville, Kutztown and Leesport, PA						
NOTE 2: Owned by Reading Company Technical & Historical Society						
<u>BRANDYWINE VALLEY RAILROAD (BVRY), SOUTH COATESVILLE, PA</u>						
8201	B-B	NW2	D/E	EMD	1945	Conrail 9236
8202	B-B	NW2	D/E	EMD	1949	Conrail 9228
8203	B-B	NW2	D/E	EMD	1948	Conrail 9259
8204	B-B	SW1200	D/E	EMD	1964	Missouri Pacific 1184
8205	B-B	SW1200	D/E	EMD	1957	Southern Pacific 2315
8206	B-B	SW9	D/E	GMD	1950	Toronto, Hamilton & Buffalo 58
<u>CANTON RAILROAD (CTN), BALTIMORE, MD</u>						
48	B-B	SW900	D/E	EMD	1956	
1201	B-B	SW1200	D/E	EMD	1954	Milwaukee 625
1501	B-B	SW1500	D/E	EMD	1967	Southern Pacific 2455
<u>CHESTNUT RIDGE RAILWAY (CHR), PALMERTON, PA</u>						
20	B-B	S2	D/E	Alco	1945	
21	B-B	S2	D/E	Alco	1946	
<u>DELAWARE COAST LINE RAILROAD (DCLR), GEORGETOWN, DE (Note)</u>						
2	B-B	RS36	D/E	Alco	1962	Norfolk, Franklin & Danville 2
17	B-B	T6	D/E	Alco	1958	Eastern Shore 17
23	B-B	RS1	D/E	Alco	1954	Soo Line 351
200	B-B	C420	D/E	Alco	1963	Eastern Shore 200
NOTE: Locomotive also based at Milton, DE						
<u>EAST BROAD TOP RAILROAD, ROCKHILL FURNACE, PA (NCC)(3-foot-gauge)</u>						
M-1	Railcar		G/E	EBT/Brill	1926	
M-4	0-4-0	JCD	D/M	Plymouth	1947	Warner Company
M-5A	0-4-0		D/M	Plymouth	1956	Bethlehem Steel 28A
M-5B	0-4-0		D/M	Plymouth	1956	Bethlehem Steel 28B (Note)
12	2-8-2		Steam	BLW	1911	
14	2-8-2		Steam	BLW	1912	
15	2-8-2		Steam	BLW	1914	
16	2-8-2		Steam	BLW	1916	
17	2-8-2		Steam	BLW	1918	
18	2-8-2		Steam	BLW	1920	
NOTE: Cabless unit						
<u>EAST JERSEY RAILROAD &amp; TERMINAL (EJR), BAYONNE, NJ</u>						
18	B-B	65-ton	D/E	GE	1950	
19	B-B	80-ton	D/E	GE	1948	U. S. Steel (Fairfield, AL)

(Continued on Page 12)

## MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS (Continued from Page 11)

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>EASTERN SHORE RAILROAD (ESHR), CAPE CHARLES, VA (Note)</u>						
1600	B-B	GP8	D/E	EMD	1950	N&W 3450
1603	B-B	GP8	D/E	EMD	1952	N&W 3468
8066	B-B	GP10	D/E	EMD	1954	Illinois Central Gulf 8066
8096	B-B	GP10	D/E	EMD	1955	ICG 8096
NOTE: Locomotive also based at Little Creek, VA						
<u>EVERETT RAILROAD (EV), CLAYSBURG, PA (Note)</u>						
4	B-B	80-ton	D/E	GE	1943	U.S. Army 7893
8933	B-B	SW9	D/E	EMD	1951	Conrail 8933
8990	B-B	SW9	D/E	EMD	1953	Conrail 8990
NOTE: Locomotive also based at Martinsburg, PA						
<u>GETTYSBURG RAILROAD (GETY), GETTYSBURG, PA</u>						
28	B-B	U30B	D/E	GE	1967	Conrail 2882
70	B-B	RS36	D/E	Alco	1962	Norfolk & Western 2870
76	2-8-0		Steam	BLW	1920	Mississippian 76
1278	4-6-2	G5d	Steam	Canadian	1946	Canadian Pacific 1278
<u>LACKAWANNA VALLEY RAILROAD (LVAL), SCRANTON, PA</u>						
901	B-B	U30B	D/E	GE	1967	Conrail 2888
902	B-B	U33B	D/E	GE	1968	Conrail 2914
903	B-B	U33B	D/E	GE	1968	Conrail 2925
5019	B-B	RS36	D/E	Alco	1963	Delaware & Hudson 5019 (Note)
NOTE: Owned by private individuals						
<u>LANDISVILLE RAILROAD (AMHR), LANDISVILLE, PA</u>						
92	0-4-0	HLB	D/M	Plymouth	1928	Delaware Valley
8526	B-B	45-ton	D/E	GE	1944	U.S. Army 8526
8651	B-B	SW900M	D/E	EMD	1938	Conrail 8651
<u>MARYLAND &amp; DELAWARE RAILROAD (MDDE), FEDERALSBURG, MD (Note)</u>						
1201	B-B	RS3M	D/E	Alco	1952	Conrail 9999
1202	B-B	RS3M	D/E	Alco	1950	Conrail 9926
1203	B-B	RS3M	D/E	Alco	1952	Conrail 9942
NOTE: Locomotives also based at Selbyville, DE and Massey, MD						
<u>MARYLAND &amp; PENNSYLVANIA RAILROAD (MPA), YORK, PA</u>						
82	B-B	SW9	D/E	EMD	1951	
84	B-B	SW9	D/E	EMD	1952	Pittsburgh & Lake Erie 8952
86	B-B	GP7	D/E	EMD	1953	Reading 621
<u>MARYLAND MIDLAND RAILWAY (MMID), UNION BRIDGE, MD</u>						
100	B-B	F7A	D/E	EMD	1949	Chicago & North Western 409
413	B-B	F7A	D/E	EMD	1949	C&NW 413
793-794	B-B	GP9	D/E	EMD	1957	Norfolk & Western 793, 794
812	B-B	GP9	D/E	EMD	1957	N&W 812
6045	B-B	GP9	D/E	EMD	1956	Chesapeake & Ohio 6045
6454	B-B	GP9	D/E	EMD	1956	Baltimore & Ohio 6454
<u>MIDDLETOWN &amp; HUMMELSTOWN RAILROAD (MIDH), MIDDLETOWN, PA (Note)</u>						
1	B-B	65-ton	D/E	GE	1941	U.S. Army 7272
2	B-B	65-ton	D/E	GE	1955	Standard Slag & Stone
91	2-6-0		Steam	Canadian	1910	Canadian National 91
NOTE: Locomotive also based at Columbia, PA						
<u>MORRISTOWN &amp; ERIE RAILWAY (ME), MORRISTOWN, NJ</u>						
16-17	B-B	C430	D/E	Alco	1967	Conrail 2054, 2053
18	B-B	C424	D/E	Alco	1964	Toledo, Peoria & Western 800
<u>NDC RAILROAD (NDCR), NORTHAMPTON, PA</u>						
51	B-B	S6/V0660	D/E	BLW	1941	Upper Merion & Plymouth 51 (Note)
99	B-B	RS3M	D/E	Alco	1950	Conrail 9938
101	B-B	S6	D/E	Alco	1956	UM&P 101 (Note)
<u>NEW HOPE &amp; IVYLAND RAILROAD(NHIR)/NEW HOPE STEAM RAILWAY, NEW HOPE, PA (Note 1)</u>						
9	0-6-0		Steam	Alco	1942	Virginia Blue Ridge 9
11	B-B	V0660	D/E	BLW	1945	Warner Company 11
19	B-B	C424	D/E	Alco	1964	Toledo, Peoria & Western 801 (Note 2)
40	2-8-0		Steam	BLW	1925	Cliffside 40
9423	B-B	SW1	D/E	EMD	1950	Amtrak 739
NOTE 1: Locomotive also based at Ivyland, PA						
NOTE 2: Leased from Morristown & Erie						

## MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS (Continued from Page 12)

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>NEW JERSEY TRANSIT RAIL OPERATIONS (NJT), KEARNY, NJ (Note 1)</u>						
417-418	B-B	F7A*	D/E	EMD	1949	Chicago & North Western 417, 418
420	B-B	F7A*	D/E	EMD	1949	C&NW 420
424	B-B	F7A*	D/E	EMD	1949	C&NW 424
436	B-B	SW9	D/E	EMD	1952	Erie Lackawanna 436
438	B-B	SW9	D/E	EMD	1952	EL 438
500	B-B	SW1500	D/E	EMD	1970	Pittsburgh & Lake Erie 1570
501-502	B-B	SW1500	D/E	EMD	1972	P&LE 1547, 1546
958-963	C-C	E60CP*	Elec	GE	1975	Amtrak 958-963
967	C-C	E60CP*	Elec	GE	1975	Amtrak 967
971-973	C-C	E60CP*	Elec	GE	1975	Amtrak 971-973
4100-4112	B-B	GP40PH*	D/E	EMD	1968	Central of New Jersey 3671-3683
4113-4129	B-B	F40PH-2*	D/E	EMD	1981	
4130-4137	B-B	GP40FH-2*	D/E	EMD	1967	Conrail 3058, 3061, 3064, 3067, 3068, 3070, 3071, 3078 (Note 2)
4138-4139	B-B	GP40FH-2*	D/E	EMD	1969	Rock Island 384, 389 (Note 2)
4140	B-B	GP40FH-2*	D/E	EMD	1966	Missouri Pacific 606 (Note 2)
4141	B-B	GP40FH-2*	D/E	EMD	1970	Union Pacific 646
4142	B-B	GP40FH-2*	D/E	EMD	1968	Milwaukee 2055
4143-4144	B-B	GP40FH-2*	D/E	EMD	1966	RI 361, UP 614
4151-4156	C-C	U34CH*	D/E	GE	1970	EL (NJ DOT) 3351-3356
4157-4173	C-C	U34CH*	D/E	GE	1971	EL (NJ DOT) 3357-3373
4174-4176	C-C	U34CH*	D/E	GE	1972	EL (NJ DOT) 3374-3376
4177-4182	C-C	U34CH*	D/E	GE	1973	EL (NJ DOT) 3377-3382
4246	A1A-A1A	E8A	D/E	EMD	1951	Penn Central 4246
4248	A1A-A1A	E8A	D/E	EMD	1952	PC 4248
4253	A1A-A1A	E8A	D/E	EMD	1952	PC 4258
4267	A1A-A1A	E8A	D/E	EMD	1952	PC 4251
4272	A1A-A1A	E8A	D/E	EMD	1950	Illinois Central Gulf 4020
4285	A1A-A1A	E8A	D/E	EMD	1953	PC 4325
4326	A1A-A1A	E8A	D/E	EMD	1953	PC 4326
4332	A1A-A1A	E8A	D/E	EMD	1951	Southern 6904
4872	2-C+C-2	GG1	Elec	Altoona	1939	PC 4872
4876-4877	2-C+C-2	GG1	Elec	Altoona	1939	PC 4876, 4877
4879	2-C+C-2	GG1	Elec	Altoona	1939	PC 4879
5681	B-B	GP7	D/E	EMD	1952	CNJ 1523
5902	B-B	GP7	D/E	EMD	1952	CNJ 1524
7000	B-B	GP9	D/E	EMD	1955	PC 7000

NOTE 1: Locomotives also based at Bay Head, Hoboken and Raritan, NJ

NOTE 2: Rebuilt by Morrison-Knudsen 1987-89 from GP40's with F45 components

\* - Equipped with head-end power (HEP)

NEW YORK CROSS HARBOR RAILROAD TERMINAL (NYCH), NEW YORK, NY (Note)

11	B-B	S4	D/E	Alco	1951	Massena Terminal 11
21-22	B-B	S2	D/E	Alco	1947	Brooklyn Eastern District Terminal 21, 22
25	B-B	S1	D/E	Alco	1946	BEDT 25
58	B-B	NW2	D/E	EMD	1946	New York Dock 58
59	B-B	NW2	D/E	EMD	1947	NYD 59

NOTE: Locomotive also based at Jersey City (Greenville), NJ

NEW YORK, SUSQUEHANNA & WESTERN RAILWAY (NYSW), LITTLE FERRY, NJ (Notes 1,2)

2	0-6-0		Steam	Alco	1942	Virginia Blue Ridge 8
16	B-B	70-ton	D/E	GE	1951	Rahway Valley 16
17	B-B	70-ton	D/E	GE	1954	RV 17
104	B-B	RS3	D/E	Alco	1952	Delaware & Hudson 4117
116	B-B	NW2	D/E	EMD	1948	Conrail 9264 (Note 3)
120	B-B	SW9	D/E	EMD	1953	Chesapeake & Ohio 5091
385	2-8-0		Steam	BLW	1907	Morris County Central 385
1800	B-B	GP18	D/E	EMD	1962	
1802	B-B	GP18	D/E	EMD	1962	
1804	B-B	GP18	D/E	EMD	1962	
2010	B-B	C420	D/E	Alco	1964	Long Island 221
2012	B-B	GP38	D/E	EMD	1966	Baltimore & Ohio 3800
3000	B-B	C430	D/E	Alco	1967	Conrail 2050
3002	B-B	C430	D/E	Alco	1967	Conrail 2052
3006	B-B	C430	D/E	Alco	1967	Conrail 2056
3612	C-C	SD45	D/E	EMD	1970	Burlington Northern 6480
3614	C-C	SD45	D/E	EMD	1970	BN 6486
3620	C-C	SD45	D/E	EMD	1971	BN 6503
3622	C-C	SD45	D/E	EMD	1971	BN 6509

(Continued on Page 14)

## MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS (Continued from Page 13)

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
NEW YORK, SUSQUEHANNA & WESTERN (Continued)						
3630	C-C	SD45	D/E	EMD	1971	BN 6521
3632	C-C	SD45	D/E	EMD	1971	BN 6525
3636	C-C	F45	D/E	EMD	1971	BN 6640
3638	C-C	F45	D/E	EMD	1971	BN 6644
4002	B-B	B40-8	D/E	GE	1988	
4004	B-B	B40-8	D/E	GE	1988	
4006	B-B	B40-8	D/E	GE	1988	
4008	B-B	B40-8	D/E	GE	1988	
4010	B-B	B40-8	D/E	GE	1989	
4012	B-B	B40-8	D/E	GE	1989	
4014	B-B	B40-8	D/E	GE	1989	
4016	B-B	B40-8	D/E	GE	1989	
4018	B-B	B40-8	D/E	GE	1989	
4020	B-B	B40-8	D/E	GE	1989	
4022	B-B	B40-8	D/E	GE	1989	
4024	B-B	B40-8	D/E	GE	1989	
4026	B-B	B40-8	D/E	GE	1989	
4028	B-B	B40-8	D/E	GE	1989	
4030	B-B	B40-8	D/E	GE	1989	
4032	B-B	B40-8	D/E	GE	1989	
4034	B-B	B40-8	D/E	GE	1989	
4036	B-B	B40-8	D/E	GE	1989	
4038	B-B	B40-8	D/E	GE	1989	
4039	0-6-0		Steam	Alco	1942	MCC 4039
4040	B-B	B40-8	D/E	GE	1989	
4042	B-B	B40-8	D/E	GE	1989	
4044	B-B	B40-8	D/E	GE	1989	
4046	B-B	B40-8	D/E	GE	1989	
4048	B-B	B40-8	D/E	GE	1989	
6361	C-C	SD45	D/E	EMD	1971	BN 6514
6366	C-C	SD45	D/E	EMD	1970	BN 6489
6500	C-C	SD45	D/E	EMD	1971	BN 6500
6513	C-C	SD45	D/E	EMD	1971	BN 6513
6515	C-C	SD45	D/E	EMD	1971	BN 6515
6542	C-C	SD45	D/E	EMD	1971	BN 6542
<u>NOTE 1:</u> Operated by Delaware Otsego System. Includes locomotives of Central New York Railroad (CNYK), Cooperstown & Charlotte Valley Railway (CACV), Rahway Valley Railroad (RV) and Staten Island Railway (SIRY)						
<u>NOTE 2:</u> Locomotives also based at Binghamton, Cooperstown and Utica, NY; Kenilworth and Newfoundland, NJ						
<u>NOTE 3:</u> Owned by private individual						
NITTANY & BALD EAGLE RAILROAD (NBER), BELLEFONTE, PA						
2427	B-B	CF7	D/E	EMD	1951	Santa Fe 2427 (F7A 268L)
2429	B-B	CF7	D/E	EMD	1950	Santa Fe 2429 (F7A 236C)
9167	Railcar	RDC-1	D/M	Budd	1953	PennDOT 9167 (Note)
<u>NOTE:</u> Operated by Bellefonte Historical Railroad, on loan from Pennsylvania Historical & Museum Commission						
NORTH SHORE RAILROAD (NSHR), NORTHUMBERLAND, PA						
365	B-B	SW8	D/E	EMD	1950	Conrail 8669
OCTORARO RAILWAY (OCTR), KENNETT SQUARE, PA (Note)						
2	B-B	RS2	D/E	Alco	1949	Toledo, Peoria & Western 202
3	B-B	S2	D/E	Alco	1948	Baltimore & Ohio 9063
5	B-B	RS2	D/E	Alco	1949	TP&W 205
9	B-B	65-ton	D/E	GE	1941	Anthracite 9
55	B-B	SW1	D/E	EMD	1950	Anthracite 55
134	B-B	RS3	D/E	Alco	1951	Amtrak 134
735	B-B	SW1	D/E	EMD	1941	Anthracite 735
4103	B-B	RS3	D/E	Alco	1952	Anthracite 4103
4118	B-B	RS3	D/E	Alco	1952	Anthracite 4118
<u>NOTE:</u> Locomotives also based at Montchanin, DE						

## MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS (Continued from Page 14)

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>PANTHER VALLEY RAILROAD (PVAL)/RAIL TOURS, INC., JIM THORPE, PA</u>						
972	4-6-0	D10j	Steam	Montreal	1912	Canadian Pacific 972 (Note 1)
1098	4-6-0	D10h	Steam	Canadian	1913	CP 1098
1554	B-B	RS3	D/E	Alco	1953	Central of New Jersey 1554 (Note 2)
2895-2896	B-B	U33B	D/E	GE	1968	Conrail 2895, 2896
2930	B-B	U33B	D/E	GE	1968	Conrail 2930
NOTE 1: At Strasburg, PA for repair						
NOTE 2: Owned by Hawk Mountain Chapter NRHS						
<u>PATAPSCO &amp; BACK RIVERS RAILROAD (PBR), SPARROWS POINT, MD</u>						
10	B-B	Slug		BLW		P&BR 309
12-19	B-B	Slug		BLW		P&BR 307, 339, 306, 302, 336, 343, 340, 359
43-44	B-B	SW9	D/E	EMD	1951	Cambria & Indiana 31, 30
45	B-B	SW9	D/E	EMD	1952	C&I 33
107	B-B	SW1200	D/E	EMD	1956	Norfolk & Portsmouth Belt 107
109	B-B	SW1200	D/E	EMD	1956	N&PB 109
112	B-B	SW7	D/E	EMD	1950	C&I 45
116	B-B	SW7	D/E	EMD	1950	Conemaugh & Black Lick 115
118	B-B	NW2	D/E	EMD	1947	Texas & Pacific 1005
121-122	B-B	SW7	D/E	EMD	1950	Cornwall 121, 122
123	B-B	SW9	D/E	EMD	1952	Steelton & Highspire 42
124	B-B	SW9	D/E	EMD	1951	S&H 41
125	B-B	SW1200	D/E	EMD	1956	
128	B-B	SW1200	D/E	EMD	1956	
130-133	B-B	SW1200	D/E	EMD	1957	
135	B-B	SW9	D/E	EMD	1951	S&H 40
136	B-B	SW7	D/E	EMD	1950	C&BL 107
137	B-B	SW7	D/E	EMD	1949	C&BL 103
140	B-B	V01000	D/E	BLW	1943	P&BR 358 (Note)
141	B-B	V01000	D/E	BLW	1942	P&BR 356 (Note)
142-143	B-B	V01000	D/E	BLW	1945	Philadelphia, Bethlehem & New England 251,252 (Note)
144-145	B-B	DS44-1000	D/E	BLW	1947	Reading 28, 29 (Note)
146	B-B	V01000	D/E	BLW	1942	P&BR 351 (Note)
147	B-B	V01000	D/E	BLW	1943	P&BR 355 (Note)
NOTE: Rebuilt by EMD						
<u>PHILADELPHIA, BETHLEHEM &amp; NEW ENGLAND RAILROAD (PBNE), BETHLEHEM, PA</u>						
9	B-B	Slug		EMD		
10	B-B	Slug		BLW		Conemaugh & Black Lick 12
11	B-B	Slug		BLW		Reading 712
12	B-B	Slug		EMD		Patapsco & Back Rivers 120
13-14	B-B	Slug		EMD		
21	B-B	NW2	D/E	EMD	1941	
22-25	B-B	NW2	D/E	EMD	1946	
26	B-B	NW2	D/E	EMD	1949	Bangor & Aroostook 20
27	B-B	NW2	D/E	EMD	1947	Cornwall 101
28	B-B	NW2	D/E	EMD	1949	BAR 21
31-34	B-B	SW7	D/E	EMD	1950	
35-36	B-B	SW9	D/E	EMD	1951	
37-38	B-B	SW9	D/E	EMD	1952	
40-43	B-B	SW1200	D/E	EMD	1957	
44	B-B	SW7	D/E	EMD	1950	Cornwall 120
50	B-B	SW900M	D/E	EMD	1936	P&BR 110
51-52	B-B	SW900M	D/E	EMD	1937	
<u>PINE CREEK RAILROAD, FARMINGDALE, NJ (NCC)(3-foot-gauge)</u>						
1	0-4-0	JLA	D/M	Plymouth	1942	Haws Refractories
3	4-4-OT		Steam	Stephenson	1887	Cavan & Leitrim 3 (Ireland)
5	0-4-0	DL	D/M	Plymouth	1930	Wright Sand
6	2-truck-Shay		Steam	Lima	1927	Ely Thomas Lumber 6
26	2-6-2		Steam	BLW	1920	Surry, Sussex & Southampton 26
40	0-4-0	25-ton	D/E	Whitcomb	1940	Midvale-Heppenstall 40
701	0-4-0	10-ton	D/M	Davenport		Not known
7751	0-4-0	25-ton	D/E	GE	1942	U.S. Army 7751
<u>POCONO NORTHEAST RAILWAY (PNER), EXETER, PA</u>						
87	B-B	NW2M	D/E	EMD	1948	Conrail 9187
183	B-B	SW7	D/E	EMD	1951	Sugar Loaf & Hazleton 183
601	B-B	SW1	D/E	EMD	1942	Conrail 8408
1201	B-B	SW9	D/E	EMD	1952	Montour 77
1751	B-B	GP9	D/E	EMD	1959	Conrail 7242

(Continued on Page 16)

## MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS (Continued from Page 15)

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>PORT JERSEY RAILROAD (PJR), JERSEY CITY, NJ</u>						
1032	B-B	NW2	D/E	EMD	1946	Southern 1032
1197	B-B	SW1200M	D/E	EMD	1963	Missouri Pacific 1197
<u>SHAMOKIN VALLEY RAILROAD (SVRR), SHAMOKIN, PA</u>						
12	B-B	SW1200	D/E	EMD	1957	Moxahala Valley 33 (Note)
NOTE: Owned by private individual						
<u>SHORE FAST LINE RAILROAD (SFLR), WINSLOW, NJ</u>						
1145	B-B	NW2	D/E	EMD	1966	Missouri Pacific 1145
2875-2876	B-B	U30B	D/E	GE	1967	Conrail 2875, 2876
2884	B-B	U30B	D/E	GE	1967	Conrail 2884
<u>SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SPTA), PHILADELPHIA, PA (Note 1)</u>						
50-52	B-B	SW1200	D/E	EMD	1954	Milwaukee 649, 626, 639
55	B-B	80-ton	D/E	GE	1953	Standard Slag LM12 (Note 2)
90-91	B-B	GP9	D/E	EMD	1955	Conrail 7019, 7028
2301-2307*	B-B	AEM-7	Etec	EMD	1987	(Note 2)
NOTE 1: Locomotives also based at Frazer, Paoli, PA						
NOTE 2: Leased from Bombardier, Inc.						
* - Equipped with head-end power						
<u>STEAMTOWN, U.S.A./NATIONAL PARK SERVICE, SCRANTON, PA (NCC)</u>						
97A	B-B	FP7	D/E	EMD	1951	Milwaukee 97A
500	B-B	SW8	D/E	EMD	1953	Norfolk & Western 3732
514	B-B	GP9	D/E	EMD	1958	N&W 2514
637	B-B	FP7	D/E	EMD	1951	MILW 97C
1271	2-8-2		Steam	Canadian	1917	Canadian National 3254
1293	4-6-2	G5d	Steam	Canadian	1948	Canadian Pacific 1293
2317	4-6-2	G3c	Steam	Montreal	1923	CP 2317
4061	B-B	F7A	D/E	EMD	1951	Kansas City Southern 4061
<u>STEELTON &amp; HIGHSPIRE RAILROAD (SH), STEELTON, PA</u>						
70	B-B	SW9	D/E	EMD	1952	Conemaugh & Black Lick 119
71-72	B-B	SW7	D/E	EMD	1950	C&BL 117, 106
73-76	B-B	SW1200	D/E	EMD	1956	Cambria & Indiana 38, 39, 42, 43
<u>STEWARTSTOWN RAILROAD (STRT), STEWARTSTOWN, PA</u>						
9	0-4-0	35-ton	G/M	Plymouth	1943	South Carolina State Ports 9
10	B-B	44-ton	D/E	GE	1946	Coudersport & Port Allegany D-1
11	B-B	SW900M	D/E	EMD	1936	Maryland & Pennsylvania 83
<u>STOURBRIDGE RAILROAD (SBRR), HONESDALE, PA</u>						
44	B-B	CF7	D/E	EMD	1950	Santa Fe 2444 (F7A 331L)
54	B-B	BL2	D/E	EMD	1949	Bangor & Aroostook 54 (Note)
NOTE: Owned by Wayne County (PA) Chamber of Commerce						
<u>STRASBURG RAIL ROAD (SRC), STRASBURG, PA</u>						
1	0-4-0	HL	G/M	Plymouth	1926	
10	Railcar		G/M	Lancaster, Oxford & Southern	1914	Grasse River 12 (Note 1)
21	Railbus	AC	F/M	Mack/Brill	1921	Buffalo Creek & Gauley A
31	0-6-0		Steam	BLW	1908	Canadian National 7312
33	B-B	44-ton	D/E	GE	1948	Pennsylvania 9331
89	2-6-0		Steam	Canadian	1910	CN 89
90	2-10-0		Steam	BLW	1924	Great Western 90
1223	4-4-0	D16sb	Steam	Juniata	1905	Pennsylvania 1223 (Note 2)
NOTE 1: Built as narrow gauge						
NOTE 2: On loan from Railroad Museum of Pennsylvania						
<u>TOWANDA-MONROETON SHIPPERS LIFELINE (TMSL), MONROETON, PA</u>						
26	B-B	SW1	D/E	EMD	1939	Canton 26
<u>UPPER MERION &amp; PLYMOUTH (UMP), IVY ROCK, PA</u>						
19	B-B	SW1	D/E	EMD	1942	Philadelphia, Bethlehem & New England 19
1002	B-B	NW2	D/E	EMD	1947	Texas & Pacific 1002
<u>WANAMAKER, KEMPTON &amp; SOUTHERN RAILROAD, KEMPTON, PA (NCC)</u>						
2	0-4-OT		Steam	Porter	1920	Colorado Fuel & Iron 2
20	0-4-0		G/M	Whitcomb	1932	Not known
35	B-B		G/E	Mack	1939	Mack Trucks 3 (Note 1)
65	0-6-OT		Steam	Porter	1930	Safe Harbor 65
602	B-B	70-ton	D/E	Whitcomb	1944	Gulf Oil 7 (Note 2)
NOTE 1: Rebuilt from electric locomotive (originally built 1927)						
NOTE 2: Leased from Anthracite Railroads Historical Society						

(Continued on Page 17)



## MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS (Continued from Page 16)

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>WEST JERSEY RAILROAD (WJRC), SALEM, NJ</u>						
93	B-B	RS3M	D/E	Alco	1953	Conrail 9931
7803-7804	B-B	RS3	D/E	Alco	1952	Lamoille Valley 7803, 7804
<u>WEST SHORE RAILROAD (WTSE), MIFFLINBURG, PA</u>						
59	B-B	RS1	D/E	Alco	1948	Washington Terminal 59 (Note 1)
2233	B-B	GP30	D/E	EMD	1963	Conrail 2233 (Note 1)
8525	B-B	SW1	D/E	EMD	1950	Conrail 8525
NOTE 1: Owned by private individual						
<u>WILMINGTON &amp; WESTERN RAILWAY (WWRC)/WILMINGTON &amp; WESTERN RAILROAD, MARSHALLTON, DE</u>						
1	0-4-0	Fireless	Steam	Porter	1950	Delmarva Power & Light 1
1	0-4-0	JLB	G/M	Plymouth	1943	American Car & Foundry
3	B-B	S2	D/E	Alco	1949	Rohm & Haas 3
37	2-8-2T		Steam	Alco	1924	Pacific Lumber 7
60	0-6-0		Steam	Juniata	1913	Pennsylvania 60
92	2-6-0		Steam	Canadian	1910	Canadian National 92
98	4-4-0		Steam	Alco	1909	Mississippi Central 98
114	B-B	SW1	D/E	EMD	1940	Ocean City Western 114
4662	Railcar	OEG350	D/E	Pullman/Brill	1929	PRR 4662 (Note)
8408	B-B	SW1	D/E	EMD	1940	Baltimore & Ohio 8408
NOTE: At Wilmington, DE for rebuilding						
<u>WINCHESTER &amp; WESTERN RAILROAD (WW) (VIRGINIA DIVISION), GORE, VA</u>						
78	B-B	S6	D/E	Alco	1955	Southern Pacific 1278
80	B-B	S6	D/E	Alco	1955	SP 1280
351	B-B	RS11	D/E	Alco	1957	Norfolk & Western 351
527	B-B	RS3	D/E	Alco	1950	Amtrak 123
863	B-B	RS11	D/E	Alco	1959	N&W 2863
2910	B-B	RS11	D/E	Alco	1959	South Central Tennessee 29
3605-3606	B-B	RS11	D/E	Alco	1956	Central Vermont 3605, 3606
3609	B-B	RS11	D/E	Alco	1958	CV 3609
3611	B-B	RS11	D/E	Alco	1956	CV 3611
<u>WINCHESTER &amp; WESTERN RAILROAD (WW) (NEW JERSEY DIVISION), BRIDGETON, NJ (Note)</u>						
459	B-B	GP9	D/E	EMD	1955	Norfolk & Western 2459
475	B-B	GP9	D/E	EMD	1955	N&W 2475
498	B-B	GP9	D/E	EMD	1956	N&W 2498
517	B-B	GP9	D/E	EMD	1958	N&W 2517
520	B-B	GP9	D/E	EMD	1958	N&W 2520
811	B-B	GP9	D/E	EMD	1959	N&W 1481
NOTE: Locomotives also based at Millville, NJ						
<u>YORKRAIL (YKR), YORK, PA</u>						
1500	B-B	CF7	D/E	EMD	1953	Santa Fe 2417 (F7A 275L)
1502	B-B	CF7	D/E	EMD	1950	Santa Fe 2426 (F7A 330L)
1504	B-B	CF7	D/E	EMD	1951	Santa Fe 2425 (F7A 261L)
1750	B-B	GP9	D/E	EMD	1956	Baltimore & Ohio 6544
1752	B-B	GP9	D/E	EMD	1956	B&O 6537
1754	B-B	GP9	D/E	EMD	1956	B&O 6490
1756	B-B	GP9	D/E	EMD	1956	B&O 6486

## SOURCES

American Shortline Railway Guide, 3rd Edition, by Edward A. Lewis, published by Kalmbach Books  
Diesel Locomotive Rosters, compiled by Sy Reich, published by Wayner Publications  
 Extra 2200 South, Don Dover, Editor  
 Railpace Newsmagazine, Tom Nemeth, Editor  
 Railfan & Railroad, Jim Boyd, Editor  
 The Short Line, G. M. McDonald, Editor  
 Trains, J. David Ingles, Editor  
 Block Line, Tri-State Chapter NRHS, Jon Franz, Editor  
 Crew Caller, West Jersey Chapter NRHS, William J. Coxey, Editor  
 Harrisburg Rail Review, Harrisburg Chapter NRHS, Fred Wertz, Editor  
 High Iron, Winchester Chapter NRHS, Mason Y. Cooper, Editor  
 Hostler, Hawk Mountain Chapter NRHS, Kenneth Bealer, Editor  
 Jersey Central News, Jersey Central Chapter NRHS, Carl Perelman, Editor  
 Narragansett News, Clint Dussault, Editor

Richard O. Adams  
 Kermit Geary, Jr.

G. Wayne Laepple  
 John Petko

Walter Schopp  
 Frank Tatnall

## ABBREVIATIONS:

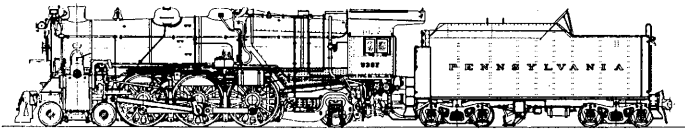
NCC - Non-common carrier  
 D/E - Diesel-electric  
 G/E - Gas-electric  
 D/M - Diesel-mechanical  
 G/M - Gas-mechanical

Alco - American Locomotive Company, Alco Products, Inc., Schenectady, NY  
 BLH - Baldwin-Lima-Hamilton Corp., Eddystone, PA  
 BLW - Baldwin Locomotive Works, Eddystone, PA  
 EMD - Electro-Motive Division, General Motors Corp., Electro-Motive Corp., LaGrange, IL  
 GE - General Electric Company, Erie, PA  
 GMD - General Motors Diesel, Ltd., London, Ontario

NOTE: Not all units are in service

# THE K4s TURNS 75

by Mike Burshtin



NJ International

It was 75 years ago, in May of 1914, that the Pennsylvania Railroad's Juniata Shops turned out the very first K4s class locomotive, #1737. Much has been written of the mighty exploits of this collection of 425 locomotives which the PRR used as its premier passenger locomotive until

the late 1940's, and in a secondary capacity for an additional decade. But how did the PRR come about developing this class? Let's take a brief walk through the past...

At the turn of the century the PRR was busy refining the class E Atlantic-type (4-4-2) locomotive as its primary passenger motive power. A fast machine, it could reach speeds beyond 80 mph on the level but steadily increasing train weights, in large part due to the PRR's decision to standardize on steel passenger cars for safety in its underground New York City station complex, began to overtax this design. While Lines East continued to favor the E's on certain trains in flat terrain (eventually leading to the E6s), it was clear that bigger passenger power was needed. In examining alternatives the PRR relied on its building block approach so typical of this time period.

In 1907 the PRR took delivery of its first Pacific type (4-6-2) locomotive, one built as an experiment by Alco and classified as K28, #7067. After three years of tests two proposed types of 4-6-2's were designed at Altoona, and the second design, classified as K2s, was selected for construction at Juniata. With 24" by 26" cylinders, 80" drivers and 205 pounds steam pressure, a total of 227 locomotives were built in the following three years. Baldwin was then selected to build 30 slightly larger (26" by 26" cylinder) locomotives classified as K3s. Having factors of adhesion above 5, they were popular with crews for their ability to "dig in" and get trains moving.

Meanwhile the men at Alco in 1911 were readying another prototype Pacific locomotive for the PRR, the K29s #3395. Featuring a much larger boiler, larger (27" x 28") cylinders and a stoker, it produced a tractive force of 43,375 pounds. This powerhouse of a locomotive actually became the basis for the following K4s class, and not the PRR's own K2's and K3's. Spending its entire career on the Pittsburgh Division, the K29 was closely studied by PRR's motive power engineers. (It's ironic to note that while Alco played a major role in the development of the Pacific-type locomotive on the Pennsylvania, it constructed only about a dozen of the 686 total 4-6-2's on the railroad.)

The stage was now set for the next (and final) step. Motive Power Chief J. T. Wallis, assisted by Alfred Gibbs and Axel Vogt, drew up a design starting with a large boiler common with the L1s and an expanded grate area of 70 square feet, added the concept of lightweight heat-treated machinery used on the E6s, and used as a foundation the K29 class experimental design. Adding a class 70-P-75 tender, the result was the first K4s, outshopped at Juniata in May of 1914 with construction number 2825 and road number 1737. Three years of testing followed to validate the concept of 27" by 28" cylinders, 80" drivers, 205 pounds steam pressure, 44,460 pounds of tractive effort and 308,890 pounds total weight. While not exceptionally powerful, the locomotive produced excellent results and the PRR soon standardized upon the K4s as its prime passenger motive power.

In 1917 a total of 41 K4s locomotives were built, with 111 additional in 1918, 15 in 1919, 50 in 1920, 57 in 1923, 50 in 1924, 92 in 1927 and eight in 1928. Almost all were hand fired as built; with PRR enginemen never known as a group that went easy on the throttle, there must have been many exhausted firemen who earned their pay the hard way until the ICC required stokers be added in the 1930's. Again, as train weight increased in the 1920's due to longer consists, and later to air conditioning being retrofitted, doubleheading K4's became common practice.

Many historians have questioned the wisdom of why the PRR ordered an additional 100 K4's in the late 1920's when something along the lines of a 4-8-4 or a 4-8-2 such as the M1 would appear to be of a more powerful design. While the New York Central added plenty of appliances to its Hudsons and avoided the need for doubleheading on its easier grades, the PRR argued that the simple, austere K4 had lower maintenance costs (but one wonders what the total cost of two K4s were to maintain versus one NYC class J-1). In any case the electrification work of the 1930's released many K4 locomotives for use elsewhere, so perhaps the PRR was resigned to the fate of always needing to doublehead over the Middle Division, so might as well do it in other locations. The last K4s to operate was the 5351, operating a Pemberton to Camden, NJ morning commuter run in November of 1957.

—from Lines East, publication of the PRR Eastern Region Group

---

## NOW'S THE TIME TO RIDE OUR TOURIST RAILROADS!

Philadelphia is fortunate to have a large and varied number of steam, diesel and electric tourist railroads operating within easy driving distance of the City. All operate on weekends and many during the week as well. Here is a listing of some of these lines, together with location, telephone number and power normally used:

BALTIMORE STREETCAR MUSEUM, Baltimore, MD 301-547-0264. Electric.  
 BELLEFONTE HISTORICAL RAILROAD, Bellefonte, PA 814-355-0311. Diesel (RDC).  
 BLACK RIVER & WESTERN RAILROAD, Flemington/Ringoes, NJ 201-782-9600. Diesel (steam promised for later this season).  
 BLUE MOUNTAIN & READING RAILROAD, Hamburg/ Temple, PA 215-562-4083. Steam/diesel.  
 EAST BROAD TOP RAILROAD (narrow gauge), Rockhill Furnace (Orbisonia), PA 814-447-3011. Steam.  
 GETTYSBURG RAILROAD, Gettysburg, PA 717-334-6932. Steam/diesel.  
 MARYLAND MIDLAND RAILWAY, Union Bridge, MD 301-775-8724. Diesel. (Service begins September 1.)  
 MIDDLETOWN & HUMMELSTOWN RAILROAD, Middletown, PA 717-944-4435. Steam/diesel.  
 NATIONAL CAPITAL TROLLEY MUSEUM, Wheaton, MD 301-384-6088. Electric.  
 NEW HOPE STEAM RAILWAY, New Hope/Buckingham, PA 215-862-2707. Diesel.  
 PENN'S LANDING TROLLEY, Philadelphia, PA 215-627-0807. Electric.  
 PINE CREEK RAILROAD (narrow gauge), Farmingdale, NJ 201-938-5524. Steam.  
 RAIL TOURS, Jim Thorpe, PA 717-325-3673. Diesel.  
 ROCKHILL TROLLEY MUSEUM, Rockhill Furnace (Orbisonia), PA 814-447-9576. Electric.  
 STEWARTSTOWN RAILROAD, Stewartstown, PA 717-993-2936. Diesel.  
 STOURBRIDGE LINE, Honesdale, PA 717-253-1960. Diesel.  
 STEAMTOWN, Scranton, PA 717-963-6463. Steam.  
 STRASBURG RAIL ROAD, Strasburg, PA 717-687-7522. Steam.  
 TIOGA CENTRAL RAILROAD, Owego/Flemingville, NY 607-687-0990. Diesel.  
 WANAMAKER, KEMPTON & SOUTHERN RAILROAD, Kempton, PA 215-756-6469. Steam/diesel.  
 WEST SHORE RAILROAD, Lewisburg/ Mifflinburg, PA 717-966-9390. Diesel.  
 WILMINGTON & WESTERN RAILROAD, Marshallton (Greenbank), DE 302-998-1930. Steam/diesel.

All of these lines operate worthwhile excursions and are in need of everyone's patronage in order to maintain and expand their preservation efforts.

---

## TRI-STATE STILL WORKING TO PAY REFUNDS FOR 1988 CONVENTION

Tri-State Chapter still owes approximately \$12,000 in refunds to individuals attending last year's Garden State in '88 convention, according to an announcement made at the NRHS board of directors meeting in Asheville, NC on July 22. In addition, Tri-State is still paying off its debt to the Fort Wayne Railroad Historical Society, owners of steam locomotive #765, under terms of a settlement agreement reached earlier this year. Tri-State's total loss on convention activities is unofficially reported to be in excess of \$60,000.

The Chapter said that refunds and other outstanding expenses "are being paid as cash becomes available." Actually, the convention was operated by a separate, affiliated group, the Tri-State Railway Historical Society, Inc., whose directors are "committed to settling all outstanding convention obligations as quickly as financial conditions permit." Those due refunds are asked to consider certain alternatives in lieu of cash payments, such as waiving the refunds as tax-exempt donations to TSRHS. They may be applied toward the price of future excursion tickets or two books issued by TSRHS (Down Along the Old Bel-De1 and The DL&W Railroad in North-west New Jersey.)

Correspondence may be directed to Tri-State Railway Historical Society, P. O. Box 1217, Morristown, NJ 07960.

---

## CHAPTER MEMBER NAMED TO "TRAINS" STAFF

H. Michael Yuhas, a member of Philadelphia Chapter, has been appointed advertising sales manager for Trains, a magazine of Kalmbach Publishing Company based in Waukesha, WI.

Yuhas, formerly of Secane, has been active in the railfan field and recently had an article on CSX's Philadelphia line published in Railpace. His new address is: P. O. Box 191, Waukesha, WI 53187-0191.

AMTRAK CHANGING RADIO FREQUENCY ON NORTHEAST CORRIDOR

Responding to a recommendation from the National Transportation Safety Board, Amtrak is changing its principal radio frequency on the Northeast Corridor from 160.80 to 160.92. The 160.92 frequency, assigned to Amtrak several years ago but until now little used, was placed in service between Wilmington and Washington on August 1, and is scheduled to be implemented between Philadelphia and Trenton and Philadelphia and Harrisburg on August 20. Other segments of Amtrak-owned track will be converted in September (the Atlantic City Line was switched to 160.92 effective June 8).

The changeover is causing some difficulty for tenants of Amtrak, including SEPTA, Conrail and NJ Transit. In SEPTA's case it is in the process of installing "AAR 97-channel" radios in all of its 231 Silverliner IV cars, after having earlier modified the older Silverliners and Blueliners to operate with the new channel. Conrail had already taken steps to virtually eliminate "crosstalk" from non-Corridor sources on Channel 1 (160.80), but Amtrak wanted an independent channel to initiate localized radio transmissions. This will reduce the clutter of overlapping conversations on the Corridor.

Reportedly, SEPTA cannot convert its Bombardier cab car radios in time to meet the August 20 deadline and has requested permission to use hand radios on a temporary basis in those cars.

STEAMTOWN BEGINS STEAM EXCURSIONS; ONLY MAIL RESERVATIONS ACCEPTED

As advertised, the National Park Service began its steam excursion program on July 1 over a scenic 28-mile route between Scranton and Kingsley, PA on the Delaware & Hudson mainline. Initially, ex-Canadian Pacific 4-6-2 #2317 provided the power, easily handling the six-car trains up the steep grade to Clarks Summit, but because of a lack of turning facilities the engine must run backward in the southbound direction.

The steam trains are handled under a special agreement with New York, Susquehanna & Western Railway, designated operator of the D&H. Departure time from Scranton is 1 PM on Fridays, Saturdays, Sundays and holidays through October. The fares of \$6 for adults and \$4 for children are bargains for the three-hour trip, which includes crossing the famed Tunkhannock and Martins Creek viaducts and passing through Factoryville tunnel.

Telephone reservations are not accepted, but information may be secured by calling the Park Service at 717-963-6463. Reservation requests should be mailed with check or money order payable to "National Park Service Excursion", c/o Lackawanna Coal Mine, Bald Mountain Road, Scranton, PA 18504. Tickets may be picked up at the Anthracite Museum off Keyser Valley Road, three miles south of the exit from the Scranton Expressway (Exit 57 West from Interstate 81). Day of trip tickets are also sold if space is available. (Information from Railpace and Lancaster Chapter Dispatcher).

PHILADELPHIA CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY  
Post Office Box 7302  
PHILADELPHIA, PA 19101-7302

FIRST CLASS MAIL  
U. S. Postage  
PAID  
Permit No. 12  
Huntingdon Valley, PA  
19006

**First Class Mail**

