



# CINDERS

## November 1990



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Volume 51      Newsletter of the      Number 10

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

## CHAPTER EXCURSION MARKS TENTH BIRTHDAY OF KAWASAKI CARS



Two notable SEPTA cars meet at Callowhill depot on Philadelphia Chapter's September 30 excursion. They are historic PCC #2054 (St. Louis 1940) on the left and LRV #9000, first of SEPTA's Kawasaki fleet. --PHOTO BY FRANK TATNALL

Seventy-five traction enthusiasts climbed aboard two of SEPTA's Kawasaki trolleys on Sunday, September 30, to celebrate the tenth anniversary of the first new surface cars in Philadelphia since 1948. Between 1980 and 1982 Kawasaki Heavy Industries of Japan manufactured 141 state-of-the-art cars for SEPTA (112 single-end for the City Transit Division and 29 double-end for the Red Arrow Division's lines to Media and Sharon Hill).

In October of 1980 the first of the new cars entered service on the subway-surface lines. It was #9000, the lead unit of the tenth birthday special sponsored by Philadelphia Chapter. A second car, #9111, was coupled to 9000 for the entire trip--a rare event because SEPTA does not normally operate the Kawasakis in pairs on City Transit lines even though all cars are MU-equipped.

Passengers gathered at the Elmwood District, Elmwood & Island Avenues in Southwest Philadelphia, for the 12:30 PM departure. The skies were partly sunny

and hazy and the temperature was pleasantly warm. After two runs down the median-strip right-of-way to the Route 36 loop in Eastwick, during which photographers were offloaded at Lindbergh Blvd., a photo stop was made in the yard at Elmwood. From there the train proceeded via the Route 11 pullout track to Woodland Avenue, then via Main Street to Darby and along Route 13 through Yeadon. At 42nd Street the train followed the diversion route via Spruce, 38th, Filbert and 41st to Route 10 on Lancaster Avenue. Only twice was the operator forced to stop for autos fouling the diversion track, and these were quickly moved.

Running via Route 15 to the layover point at 63rd & Girard Avenue, the special waited for a regular-route PCC to pass, then proceeded to Callowhill District at 58th & Callowhill. After unloading passengers, the train ran through the building and stopped beside historic PCC #2054, which had been positioned at the 58th Street side. Member Russ Jackson, who arranged this photo opportunity, placed a Route 50 sign in the destination box of #2054 to indicate that car's 50th year on the property, and a Route 10 sign was cranked up on the front of car 9000 to mark its anniversary.

Leaving Callowhill, the train followed Route 15 all the way to the Cumberland Street loop in Kensington by using the present detour route via Lancaster Avenue, 41st and 40th Streets to Girard Avenue. After a photo stop the return run was made to 41st Street, then over the detour and diversion routes to Chester Avenue and into the subway via 49th and Woodland Avenues. Passengers were allowed to get off at 30th Street station before the special looped at Juniper Street and returned via Route 36 to Elmwood, arriving about 6:30 PM.

Senior Vice President Michael Burshtin served as trip chairman for this very successful event, while he and Russ Jackson put together the informative brochure distributed to all passengers. The Chapter expresses its thanks to SEPTA, and particularly to David Stumpo, chief officer-light rail operations, for approving this trip and lending considerable assistance in its planning. Elmwood District Operators Orlando Castello and Maurice White, together with Instructor Kenneth Carpinski who accompanied the excursion, were professional in running the train efficiently and cooperative in arranging the numerous photo stops. The maintenance force at Elmwood also provided the two cars to the Chapter in spotless condition.

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

**CHAPTER OFFICERS:**

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MEETINGS: 7:45 PM, third Friday of each month (except second Friday in December) at Eakins Lounge, Thomas Jefferson University Alumni Hall, 10th & Locust Streets (south side), Philadelphia, PA. Dinner at 6:15 PM (\$18 per person), cash bar 5:30 PM, meeting 7:45 PM.

ANNUAL MEMBERSHIP DUES: \$23 per person, which includes Chapter and National dues. Chapter-only dues \$12.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent Society is a requirement to hold Chapter membership.

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

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

## OUR MEETING:

FRIDAY, NOVEMBER 16, 1990

Eakins Lounge, Alumni Hall, Thomas Jefferson University, Locust Street between 10th & 11th, Philadelphia, PA  
Dinner at 6:15 PM (\$18 per person); Meeting at 7:15 PM  
Parking in Wills Eye Hospital garage, 9th Street above Locust (\$3.50 after 6 PM) or Parkway garage, also 9th above Locust (\$5.75 after 6 PM), Downtown Garage, Walnut Street east of 10th (\$4.00 after 5 PM).

Our November 16, 1990 meeting features our Annual Railroadiana Auction. The evening begins with our usual sit-down dinner in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$18 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, NOVEMBER 13, 1990, to President Tatnall at 215-828-0706. This is a strict reservation deadline, and we ask that you please specify if you desire a fish dinner. There will be a cash bar beginning at 5:30 PM. We invite you to come out and enjoy a meal and meeting in our new meeting location on the campus of Thomas Jefferson University.

The auctioneer's gavel will sound at 7:15 PM in our meeting room, and will continue until 9:30 PM, at which time all unsold material will be returned to sellers. Registration begins at 6:45 PM. No business meeting will be conducted. RULES FOR THE AUCTION ARE AS FOLLOWS:

1. Minimum bid price on any one lot is \$2; increments in bidding MUST be in multiples of 50¢.
2. Each seller is limited to a MAXIMUM of eight (8) lots of material. You will be assigned a seller number at registration and given forms to identify each lot number to be sold. Each item must be listed separately on the registration form. EVERY EFFORT WILL BE MADE TO ROTATE LOTS, GIVING EQUAL EXPOSURE.
3. The Chapter retains 20% of the proceeds from each sale. PAYMENT FOR ALL ITEMS MUST BE MADE AT THE TIME OF THE SUCCESSFUL BID, and settlement for items sold will be made at the end of the evening or at such time as all your items have been sold. The Chapter officers are in control of the auction, and reserve the right to reject any material offered for sale not considered in the best interest of the bidders.
4. HUCKSTERING OF RAILROADIANA ON THE SIDE IN THE AUCTION ROOM IS DISCOURAGED. Dig through your attics and come up with a full box of items for sale, and a full wallet to buy! The date is Friday, November 16, 1990, and the place is the Eakins Lounge, Jefferson University, Locust Street between 10th and 11th, 7:15 PM!

## WEST JERSEY CHAPTER PUBLISHES VIGRASS BOOK ON PATCO

The Lindenwold Hi-Speed Line, the First 20 Years is the title of a new softcover book published by West Jersey Chapter NRHS. The author is J. William Vigrass, former assistant general manager of PATCO and a longtime member of Philadelphia Chapter.

The 56-page book contains the complete story of how this showpiece rapid transit line was conceived and built between Philadelphia and Lindenwold, NJ, written by a person who was on hand before the January 1969 startup of the line. Recently Bill Vigrass retired from PATCO and is serving as a professional consultant in the transit field. In addition to the narrative, the book contains 62 photos and numerous maps, track diagrams and car plans.

The publication sells for \$10 per copy, plus \$1 for postage and handling, and may be ordered from:

West Jersey Chapter NRHS  
P. O. Box 647  
PALMYRA, NJ 08065-0647

In addition, copies will be on sale at West Jersey's railroadiana show December 1-2 at Moorestown Mall (see "Extra List") and Philadelphia Chapter plans to order several copies for its bookstore.



Amtrak's schedule changes went into effect on October 28, highlighted by the introduction of the New England Express between New York and Boston, with two daily limited-stop roundtrips. The rerouting of the Broadway Limited and Capitol Limited west of Pittsburgh, meanwhile, will take effect on November 11. A special inaugural trip eastbound over the Broadway Limited's new route will be operated from Chicago to Pittsburgh on November 7 while the westbound inaugural over the Capitol Limited route from Pittsburgh to Chicago via Cleveland will take place on November 8.

There's a bit of uncertainty over the future of part of Amtrak's Atlantic City Express service, as Midway Airlines, "sponsor" of the extension of three Atlantic City round-trips to Philadelphia International Airport, has announced a major retrenchment at Philadelphia. Loadings from the Airport have been only a minor portion of the ridership growth on the Atlantic City route, and it's always possible that agreements could be negotiated with other airlines to help fill the void.

Reports suggest that a proposed order for some 75 additional Superliner cars for Amtrak would be broken down as follows: five transition cars (three AutoTrain and two western routes), seven lounges (six Auto Train and one western), 13 diners (six AutoTrain and seven western), 10 coaches (all AutoTrain), and 40 sleepers (8 AutoTrain and 32 western routes). The extra lounge would possibly be intended for the Dallas-Houston leg of the Eagle, some of the extra diners would permit a second diner on the Coast Starlight and the sleepers would allow an additional carline on every western train and thus solve a major shortage of capacity. Single-level Heritage and Amfleet II cars released from AutoTrain service would permit daily operation of the Cardinal. These tentative plans may change before any final contract is let, and funding uncertainties have placed a hold on all capital projects as well.

Three of the six F40PH units acquired from GO Transit have been released by Conrail at Altoona for service. At least six baggage cars, meanwhile, remain in service in the "cigar band" paint scheme, obsolete for at least 11 years. Cars 1230, 1235, 1241, 1242, 1247 and 1254, all ex-Santa Fe baggage cars, have been noted.

Bombardier has rebuilt all but one of the damaged Horizon cars from that accident in California involving the truckload of chocolate syrup. One other car remains in storage in California.

We remind members of the Thanksgiving rush again this year. Amtrak will issue a special Thanksgiving Weekend Corridor schedule, and the Sunday after Thanksgiving will be busy. Let's hope that there's no major snowstorm (or threat of one) to spook passengers into leaving home early, which would mess up Amtrak's carefully-laid plans. Hopefully, I'll be out observing again this year. "Details at Eleven!"

Reports indicate that VIA Rail Canada has withdrawn the GMD FP9 diesels it had been using out of Toronto.

Burlington Northern has unveiled a new set of "executive power" in the form of an A-B set of F9's (ex-Northern Pacific), rebuilt internally to GP38-2 standards. A new livery comes with the units, consisting of a very dark green and cream scheme with two thin red stripes. Sleeper "Stevens Pass" has also been repainted. The locomotive received a chrome BN emblem.

Boston's MBTA has authorized the purchase of eight additional rebuilt diesel locomotives to replace the last active FP10's. When the F40 fleet has been completely overhauled, additional capacity will be available, with additional units needed to power the 75 new double-deck coaches now being delivered from Kawasaki.

Chicago Transit Authority's new rapid transit line to Midway Airport is still about two years from opening. In connection with the new route, several changes will take place at that time. Dan Ryan trains now run around the east and north sides of Chicago's Loop and head west out Lake Street. Eventually, the trains will go into the State Street subway and head north to Howard Street or beyond.

Meanwhile, South Side trains now running via the subway will assume the present route of the Dan Ryan trains around the Loop and west out Lake Street. A restored elevated station at Roosevelt Road will allow transfers by walking down to the adjacent subway stop. The south and west sides of the Loop, the part which passes closest to LaSalle Street and Union Station, typically is little-used, with only Ravenswood (except Sunday) and Evanston (rush-hour) trains. The Midway trains will run clockwise around the inner track, as do the Evanston trains, and head back south again.

The 256 new cars on order from Morrison-Knudsen will equip the Midway line and allow replacement of the remaining "St. Louis" cars (the type used on SEPTA's Norristown High Speed Line). They'll look like the last cars delivered by Transit America except they'll have fluted sides to discourage graffiti. Numbers will be 3200-3455, in married pairs.

# PHILADELPHIA



## FRANK G. TATNALL, JR.

SEPTA did indeed open its new station at Claymont, DE on October 29, seven miles north of Wilmington (see October Cinders). A dedication ceremony was held on Friday the 26th with SEPTA, DeLDOT and local officials on hand. A special push-pull train was run from Philadelphia to Claymont behind AEM-7 #2306.....A Bombardier trainset was shifted to R2 Warminster trains 6215-6238 effective with the October time change, vacating its previous assignment as Paoli trains 9530-9565.....With the closure of "Norris" tower in September, CONRAIL's Philadelphia dispatcher has assumed control of the five SEPTA interlockings in Norristown formerly operated from "Norris."



SEPTA's dismantling force struck again last month, removing the northbound passenger shed at Bethayres station on the West Trenton line and the small station at Huntingdon Valley on the idle Newtown branch.....Overbrook station has been closed, presumably because of its condition, and a trailer ticket office set up in the parking lot. Built by the Pennsylvania Railroad in 1858, Overbrook was the oldest active rail station in eastern Pennsylvania (Bill Wagner).....SEPTA includes a note in its new commuter timetables to the effect that passengers may park free in SEPTA-owned lots on Saturdays and Sundays. Many had been doing so all along.

SEPTA is considering the purchase of the eastern segment of CONRAIL's Enola branch which connects with AMTRAK at Parkesburg, most likely with the intent of building a new station and storage yard. The Lancaster County line lies just west of Atglen, leaving about two miles of the branch in Chester County which is SEPTA territory. Built in 1906 as the PRR's Atglen & Susquehanna low-grade freight branch, the A&S today is out of service between Atglen and "Port" interlocking near Columbia (31 miles) and may soon be abandoned. Only the two miles near Parkesburg are needed to serve local industries.

SEPTA has sold retired Blueliners #9111, 9113, 9118 and 9131 to the Reading Company Technical & Historical Society. All are in storage at the Fern Rock yard of the Broad Street subway.....CONRAIL local train WPMV85, operating between Lansdale and South Philadelphia, struck the new high-level platform at SEPTA's Fern Rock station in Olney last month. A protruding plug door of a box car ripped out a chunk of concrete on impact. Then, still testing clearances, the same train did the same thing a few days later.....Installation of welded rail on the #1 southbound track of SEPTA's Mainline has progressed from Fort Washington to north of Ambler. Single-track operation is in effect on weeknights and weekends.....SEPTA has been using its SW1200 diesel switchers as sanding locomotives in the annual battle against fallen leaves and wet rails.....SEPTA has issued "Construction schedule edition #3" of its R8 timetable, effective October 28. Catenary replacement will continue on the Chestnut Hill West Line until next spring.

Two former Market-Frankford cars entered revenue service October 8 on Route 100, the Norristown High Speed Line, with two others to follow shortly. Cars #601 and 602 are being referred to as the "Budds" by NHSL employees.....The two surviving Bullets, #206 and 209, were officially retired at the end of October. Their last day of regular service was Sunday, October 14.....Route 100 returned to a 12-minute headway during rush hours effective September 10, replacing the 15-minute headway imposed with the June 18 timetable. Saturday headways were shortened from 30 to 20 minutes but Sundays remain at 30 minutes.....There is still no firm delivery date for the first of the 26 new N5 cars for the Norristown High Speed Line. SEPTA is referring to these Asea cars as "N5's" because they are the fifth new design for the P&W-NHSL.



SEPTA is considering the shift of its seven ex-Chicago carsets from the Norristown High Speed Line to the Broad Street subway once the new Asea cars are in service. It is thought the so-called CTA cars will be used on the Ridge Avenue spur.....The Norristown Transportation Center is completed and is kept neat and clean--but there is not a single timetable rack to be found when the information window is closed. (The same situation prevails at 69th Street Terminal).....General Electric 80-ton locomotive #55, previously used as a switcher at Frazer shop, is expected to be transferred to the 72nd Street P&W shop. It is currently stored at Wayne Electric shop.....A 16-year-old Ridley Township youth apparently committed suicide by lying on the NHSL track near West Overbrook station late Monday evening, October 22. He was struck by a northbound car about 11:15. Police said that he had stabbed his younger sister a few hours before.

After furious opposition from Pennsylvania's two Senators, a proposal to force the State to create a dedicated tax for transit has been scuttled. Under an amendment to the Fiscal Year 1991 transportation appropriations bill, sponsored by Democratic Congressman William H. Gray III of Philadelphia with support from area Republican Congressmen, Pennsylvania would have lost \$142 million--or 25 percent--of its Federal highway funding next year if a dedicated mass transit tax were not enacted by June 30, 1991.

(Continued on Page 5)

## PHILADELPHIA EXPRESS (Continued from Page 4)

SEPTA's board last month postponed a decision on whether to eliminate two small bus routes and cancel Sunday service on the Fox Chase segment of the R8 commuter rail line. Meanwhile, SEPTA continues to substitute bus service for trains on Sundays between Fox Chase and Wayne Junction.....The board also ratified an agreement reached earlier with consumer groups to continue a policy of allowing subway and elevated passengers to pay the discounted \$1.05 fare when tokens are not available from cashiers or vending machines. In return, the consumer groups agreed to drop their court appeals against the higher fares that went into effect last May..... Delaware Valley Rail Passenger reports that 375 organizations and 350 individuals now belong to the Area Coalition for Transportation (ACT), the group formed last year to lobby for higher SEPTA funding.....SEPTA has issued to its managers a series of "Focus on the facts" information sheets giving pertinent data on nearly every issue currently facing SEPTA.

SEPTA is again considering the privatization of certain bus routes, in compliance with Federal policy guidelines. According to an Inquirer report the most likely candidate for private operation is a revived route between West Chester and Wilmington.....SEPTA scheduled a mock emergency evacuation drill on the Frankford elevated Sunday, October 28. Employees were to simulate passengers trapped on an el train, then being evacuated. ....One teenager was shot and three others beaten by a roving gang of youths on board a northbound Broad Street subway train between the Oregon and Snyder Avenue stations on October 20. The victims were on their way home from a Temple University football game at Veterans Stadium.....The Walnut Street bridge across the Schuylkill River reopened on October 25 after a three-year, \$28-million replacement project was completed. Bus routes 9, 21 and 42 which had been detoured for that period returned to their regular routing across the bridge.



At presstime, the Federal government was continuing to operate through a series of emergency spending laws, while Congress and the President tried to agree on a deficit-reducing budget for FY 1991. AMTRAK thus had not yet suffered any funding cutbacks, but the final amount of its 1991 subsidy will not be known until passage of a \$13.1-billion Transportation Department appropriations bill.....AMTRAK's revenues for August 1990 were \$216 million, a five-percent increase over the same month a year ago. Its revenue-to-cost ratio rose to 81 percent for the month from 78 percent in August 1989 (Amtrak Newsbreak).....AMTRAK must perform at least eight separate studies under legislation already approved or pending in Washington. Most of these concern possible new routings in the Midwest and West, but one requires Amtrak to report on the financial status of its Atlantic City service by February 1991. By next June Amtrak must submit a report on its plan to eliminate Federal operating subsidies by the year 2000 (Newsbreak).

Beset by operating losses and the skyrocketing cost of jet fuel, Midway Airlines announced last month that it would close its hub at Philadelphia International Airport by early next year. It will eliminate service to all points except Chicago, its principal base of operations, selling its Philadelphia facilities to USAir for \$68 million. What effect this will have on AMTRAK's Airport-to-Atlantic City service, begun only last June, is not known.....AMTRAK's new national timetable, effective from October 28 through next April 6, features a drawing of a colorful fall scene on its cover, with an F40 crossing a steel bridge in the foreground. One change noted is the printing of all PM times in bold face type.....We erred here last month in referring to the Federal Railroad Administration's rail test center at Pueblo, CO. In fact, the government has turned over the operation of that facility to the Association of American Railroads.

AMTRAK is distributing an interesting folder entitled "30th Street Center: What it was and what it always will be." It contains some of the historical information about the station shown in the display at 30th Street, mentioned here last month.....AMTRAK is soon to begin a \$16-million renovation of the dilapidated North Philadelphia station, according to a Daily News report.....On September 21 AMTRAK conducted a mock disaster drill in the Hudson River tunnels near New York's Penn Station. Some 200 "victims" were involved.... A 14-year-old Boothwyn boy was killed by a southbound AMTRAK train near Claymont, DE on October 7, as he was attempting to cross the Northeast Corridor mainline with fishing equipment.....The westbound Broadway Limited, train #41, was delayed in leaving 30th Street on October 14 because of air problems, later arriving at Harrisburg with its second unit out of water. F40's #316 and 262 fore and aft were spliced by an unusual visitor to these parts, ex-GO TRANSIT GP40TC #194 which was needed because of the 21-car consist.

The American European Express will suspend regular service to and from Chicago this fall, but will continue to operate on a charter basis while its cars receive an extensive overhaul. Beginning next spring, AEE plans to run its own exclusive train between New York, Washington and Chicago via AMTRAK's Cardinal route, but not as an Amtrak train beyond Washington. Among three additional cars acquired is the ex-New York Central round-end observation Sandy Creek.....Bennett Levin's recently-rebuilt private car Pennsylvania 120 will grace the end of the westbound Broadway Limited on November 10, the last train to run via the old Pennsy Fort Wayne route to Chicago. It will return from Chicago in train 40 November 17.

CONRAIL has published an interesting ad in Business Week and other magazines showing a model of an SD40-2 locomotive dressed in green-and-brown military camouflage. Directed to government traffic personnel, the headline on the ad reads "Nobody outflanks Conrail's field maneuvers".....CONRAIL has reported net income of \$72 million for the third quarter of 1990 or \$1.50 per share, a 17.2-percent decline from third quarter 1989 earnings of \$87 million or \$1.27 per share. (The number of Conrail's outstanding common shares is now 40 percent less than a year ago because of various repurchase programs.) Third quarter 1990 revenues were \$847 million, 1.4 percent higher than the \$835 million of a year ago.



PHILADELPHIA EXPRESS (Continued from Page 5)

CONRAIL has removed the signals from its Morrisville Line (former Pennsy Trenton Cut-Off) between "CP King" at Earnest and "CP Dale" at Frazer, and taken the #1 eastbound track out of service. The westbound track is redesignated the Dale secondary track over this 15-mile distance, and the former Philadelphia & Thorndale branch between "CP Dale" and Thorndale is also removed from service--at least temporarily. Thus, the two local freight trains still operating over this once-busy route now use AMTRAK's mainline west of "Glen" interlocking at Frazer, rather than the old P&T over the landmark bridges at Whitford and Downingtown.....CONRAIL is investing \$8.9 million to upgrade parts of five lines in eastern Pennsylvania, including the Harrisburg and Reading Lines between Harrisburg and Bethlehem. The work includes the replacement of 61,000 ties and surfacing or smoothing of more than 200 miles of track (P&R Chapter Colebrookdale Local).

General Motors' original FT diesel demonstrator #103 is touring the East. It is actually an A-B set, one-half of the 1939 locomotive that helped convince many railroads that diesels really could outperform steam power on road freight trains, and was later dubbed by Trains Magazine as the "diesel that did it." The units, painted in their demo colors, were to visit STEAMTOWN in Scranton on November 2-3, NJ TRANSIT for the United Railroad Historical Society fantrip on November 10, Whippany, NJ on November 11 and Altoona's Railroaders Memorial Museum on November 24-25. CONRAIL would receive the classic locomotives from NORFOLK SOUTHERN at Hagerstown in late October.

CONRAIL's sale of 124 miles of former Reading lines north of Reading (see October Cinders) should be completed by the end of the year, according to press reports. The buyer is Andrew Muller, president of the shortline BLUE MOUNTAIN & READING RAILROAD, which already operates three ex-Reading branches and one ex-Pennsy line in Berks, Lehigh and Montgomery Counties. Muller promises a rejuvenated freight service for the coal-producing region west of Tamaqua and Pottsville, as well as tourist excursions.

One of the two ex-UNION PACIFIC cabooses long stored on a CONRAIL siding in Pottstown has been donated by UP Chairman Drew Lewis to the Pennsylvania Live Steamers at Rahns, near Collegeville. Conrail moved the hack to Oaks where it was loaded on a flatbed trailer for the seven-mile highway trip to Rahns (John Petko)..... Allentown-bound train CSAL9 struck an automobile which had been driven onto the Conrail tracks at the west portal of Black Rock tunnel near Phoenixville early on October 10.....That Agway fertilizer storage facility in South Philadelphia has been completed. It consists of four huge silos built adjacent to CONRAIL's Pier 122, where shiploads of imported fertilizer are unloaded. Much of the bulk material is loaded out via rail..... CONRAIL is equipping ten locomotives with RF&P train control for runthrough service (Roanoke Chapter Turntable Times).

CANADIAN PACIFIC is expecting final court approval this month for its \$25-million purchase of the DELAWARE & HUDSON. However, a dispute between CP Rail and CONRAIL over trackage rights in the Buffalo-Niagara Falls area had not been resolved as of late October, leaving the actual takeover date of D&H up in the air. Meanwhile CP continues to tantalize port interests in both New York and Philadelphia with the possibility of diverting international container cargo from the Port of Halifax, Nova Scotia to its D&H subsidiary. Two Philadelphia maritime executives have offered to put up at least \$2.5 million to build a private container yard on the South Philadelphia waterfront exclusively for the D&H. The Delaware River Port Authority is also considering a \$45-million terminal to serve D&H, CSX and Conrail.

CSX operated a 15-car inspection train from Chicago to Seagirt Terminal, Baltimore, on October 16-17. Made up of both CSX and BURLINGTON NORTHERN office cars, the train was hauled by an A-B-B-A set of F-units, with newly-rebuilt BN F9's BN-1 and BN-2 in the lead followed by two CSX F7's.....CSX said that it has ordered 150 Dash 8-40C locomotives from General Electric valued at \$200 million, to be delivered over the next three years.....CSX reported that its net income increased 68 percent in the third quarter to \$101 million, compared with only \$68 million in the same quarter of last year. Total operating revenues increased \$170 million to \$2.1 billion in the third quarter.

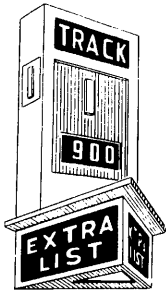
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ON THE SCENE (Continued from Page 3)

New York instituted a number of service changes in its subway route system on September 30. No lines were eliminated outright, but evening and weekend express service has been reduced or eliminated on many IND-BMT route segments.

The Pennsylvania Railroad in 1936 designed a number of suggested "schemes" to modernize the older P70's which were approaching 30 years of age. Six different schemes were tried out on prototypes; only schemes "4" and "6" went into series "production". The scheme "4" cars were the reclining-seat versions in classes P70GR, P70GSR and P70KR ("R" means that the car was air-conditioned). Over 200 cars were rebuilt between 1937 and 1942 beginning with 4360-4399 in 1937. These were PRR's first cars with reclining seats and they were deployed to most principal overnight trains, but only one car per train. Another 50 followed in 1939, with these equipping the new Trail Blazer, an all-coach train introduced that summer to capture World's Fair traffic and compete with the New York Central's Pacemaker.

In 1940, 41 cars were rebuilt to an improved design with lounge rooms and wide windows. They replaced the 1939 cars on the Trail Blazer and, in mid-1941, went on the new Jeffersonian (St. Louis-New York) as well. Twenty-five additional cars followed in late 1941 (4244-4268) to fill out swollen consists on these trains. These cars were the P70KR class.



**NOVEMBER 10, 1990:** "Jersey Shore Limited" from Hoboken to Bay Head, NJ and return, featuring E8A diesel #834 repainted in original Erie Railroad paint scheme, sponsored by United Railroad Historical Society and Friends of the New Jersey Railroad & Transportation Museum. The original EMD FT demonstrator #103 A and B is expected to be on display at Bay Head and possibly in the train. Excursion leaves Hoboken 9 AM, Newark 9:30 AM, Matawan 10 AM, Red Bank 10:15 AM, returning to Hoboken about 5:30 PM. Fares: \$33 adults, \$15 children (under 12). Order tickets from: URHS/Friends Train, W-11 Avon Drive, East Windsor, NJ 08520, making checks payable to "URHS" and enclosing stamped, self-addressed envelope. For information, telephone 201-671-4131 after 6 PM. All proceeds will be used for restoration of rolling stock destined for proposed New Jersey Railroad Museum.

**NOVEMBER 11:** "Fall Sell and Swap '90" at the Boy's & Girl's Club, 1050 Jeanette Avenue, Union, NJ, 9 AM to 3 PM, sponsored by Tri-State Chapter NRHS. Over 100 tables of railroadiana. Admission: \$3 adults, \$2 children, \$5 family. For information, contact: Tri-State Railway Historical Society, P. O. Box 1217, Morristown, NJ 07962-1217.

**NOVEMBER 17:** Abington Township Police Association presents its 4th annual Holiday Railroad Extravaganza at Abington Junior High School gymnasium, Susquehanna Road, Abington, PA, 9 AM to 3 PM. Railroadiana and model trains featured and food will be available. Admission: \$2 per person, children under 12 free. For further information, telephone 215-887-1460.

**NOVEMBER 17:** "Hockessin Mixed Train" via Wilmington & Western Railroad, sponsored by Wilmington Chapter NRHS. Powered by 2-8-2 steam locomotive #37, train with freight cars and combine will depart Greenbank station, Marshallton, DE, at 10 AM for the end of the line at Hockessin, returning about 4 PM. Many photo runs are scheduled. Bringing a lunch is recommended. Fare: \$35 per person. Order tickets from: Wilmington Chapter NRHS, P. O. Box 1261, Wilmington, DE 19899, enclosing stamped, self-addressed envelope. For further information, telephone 609-358-8351.

**NOVEMBER 17:** Rare mileage excursion over former New Haven Old Colony lines now operated by Amtrak, Massachusetts Bay Transportation Authority and Conrail, sponsored by Mass Bay Division RRE. Train will consist of MBTA commuter push-pull equipment, with rest-room-equipped cab cars. Train leaves South Station, Boston, at 8:30 AM, routed via Mansfield, Framingham, Leominster and Walpole, MA, arriving South Station about 6:30 PM. Fare: \$45 adults, \$25 children (12 and under), box lunch \$6. Order tickets from: Mass Bay RRE, P. O. Box 1393, East Arlington, MA 02174-9991, enclosing stamped, self-addressed envelope.

**DECEMBER 1-2:** Railroadiana & Train Show at Moorestown Mall, Route 38 & Lenola Road, Moorestown, NJ, sponsored by West Jersey Chapter NRHS. Hours: Saturday 10 AM to 9:30 PM, Sunday 10 AM to 6 PM. Free admission. Tables \$40 for two days. For information, contact Herman Lotstein, 21-7 Potters Place, Holland, PA 18966 (telephone 215-968-7630).

**DECEMBER 8:** Special Amtrak trains from Washington, DC to the 100th annual Army-Navy football game at Veterans Stadium, Philadelphia. Public train leaves Washington 9:35 AM, arrives Conrail South Philadelphia yard 12:15 PM. Private "VIP" train this year will operate into 30th Street Station. Game begins at 2 PM.

#### ON THE SCENE (Continued from Page 6)

The final 50 cars were rebuilt in the summer of 1942 as P70GSR 4194-4243. With the War on, capacity took precedence over amenities, and hence these cars reverted to the layout of the earlier cars, seating 68 instead of 56 because the lounge rooms had been omitted. As they had wide windows, they were classed P70GSR instead of P70GR, with the "S" standing for "streamlined". All scheme "4" and all but the first 20 scheme "6" cars had arch roofs (or, as PRR put it, "wagon-top" roofs). The last few scheme "4" cars operated into 1970, receiving Penn Central 3700-series numbers, but never getting a green paint job. Ironically, they outlasted all of the postwar P85BR coaches built at Altoona to supplant them, save only one example rebuilt in 1965 or so as a prototype with higher seating capacity, #3600.

Apart from the service going south and west through Washington, DC, the Pennsylvania Railroad did not operate much other interline coach service from our area. With the introduction of the Sunshine Special in the fall of 1946, three car lines were established to points in Texas. At least some of these were protected by P70KR coaches, the best of the prewar rebuilds, operating between Washington and Houston and from New York to Fort Worth and San Antonio. Within two years, a new streamlined pair of Texas Eagle trainsets replaced the Mopac service and the Pennsy train was renamed the Penn Texas. By then, however, the through coaches were a thing of the past.

The first streamlined Pullmans went into service on the PRR on June 15, 1938 on the four trains which made up the first "Fleet of Modernism". These were the Broadway Limited, Spirit of St. Louis, the General and the Liberty Limited. Each had both a sleeper-lounge and sleeper-observation, except that the General had two sleeper-lounges. Only the Broadway was fully re-equipped with new sleepers, so a number of older cars, including Pennsy cars like coaches, diners and railway post offices, were similarly repainted. The 1939 allocation added the Pittsburgher and Golden Triangle to the network, and by then PRR had taken delivery of 17 new diners and 15 new coaches.

For all its reliance on standard design, the 1939 diner order evidenced a willingness to experiment as Pennsy ordered five cars each from Budd, Pullman-Standard and ACF. The orders were constructed in stainless steel, aluminum and low-alloy steel. The aluminum cars, as it happened, were the first ones retired.

## MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS - PART III

(Corrected to July 1, 1990)

ROAD NUMBER	TYPE	MODEL CLASS	POWER	BUILDER	YEAR	FORMER OWNER
<u>SHAMOKIN VALLEY RAILROAD (SVRR), Shamokin, PA (Note)</u>						
86	B-B	SW7	D/E	EMD	1950	Conrail 8869
<u>Note:</u> Locomotive based at Northumberland, PA						
<u>SHORE FAST LINE RAILROAD (SFLR), Winslow, NJ</u>						
1145	B-B	SW1200	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)</u>						
50-52	B-B	SW1200	D/E	EMD	1954	Milwaukee 649, 626, 639
90-91	B-B	GP9	D/E	EMD	1955	Conrail 7019, 7028
2301-2307	B-B	AEM-7**	Elec	EMD	1987	
<u>Note:</u> Locomotives also based at Frazer, PA						
<u>**</u> - Equipped with head-end power (HEP)						
<u>STEAMTOWN, U.S.A./NATIONAL PARK SERVICE, * Scranton, PA</u>						
26	0-6-0		Steam	BLW	1926	Jackson Iron & Steel 3
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
1293	4-6-2	G5d	Steam	Canadian	1948	Canadian Pacific 1293
2317	4-6-2	G3c	Steam	Montreal	1923	CP 2317
3254	2-8-2		Steam	Canadian	1917	Canadian National 3254
<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
77	B-B	SW1200	D/E	EMD	1956	Patapsco & Back Rivers
<u>STEWARTSTOWN RAILROAD (STRT), Stewartstown, PA (Note 1)</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 (Note 2)
<u>Note 1:</u> Locomotive also based at New Freedom, PA						
<u>Note 2:</u> Rebuilt from Model SC, 1957						
<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)
<u>Note:</u> 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)
21	Railbus	AC	G/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
<u>Note:</u> Built as narrow gauge						
<u>TOWANDA-MONROETON SHIPPERS LIFELINE (TMSL), Monroeton, PA</u>						
26	B-B	SW1	D/E	EMD	1939	Canton 26
<u>TYBURN RAILROAD (TYBR), Morrisville, PA (Note)</u>						
101	B-B	DS44-1000	D/E	BLW	1947	Copper Range 101
302	B-B	DS44-1000	D/E	BLW	1949	Penn Central 8281
390	B-B	45-ton	D/E	GE	1942	U. S. Army
400	B-B	44-ton	D/E	GE	1947	Hoboken Shore 700
401-402	B-B	U30B	D/E	GE	1967	Conrail 2880, 2887
<u>Note:</u> Locomotive also based at Lancaster, PA						

(Continued on Page 9)



## MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS - PART III

(Continued from Page 8)

ROAD NUMBER	TYPE	MODEL CLASS	POWER	BUILDER	YEAR	FORMER OWNER
<u>UPPER MERION &amp; PLYMOUTH RAILROAD (UMP), Ivy Rock, PA</u>						
9007	B-B	SW1	D/E	EMD	1942	Philadelphia, Bethlehem & New England 19
9008	B-B	NW2	D/E	EMD	1947	Texas & Pacific 1002
9009	B-B	SW9	D/E	EMD	1951	Chesapeake & Ohio 5250
<u>WANAMAKER, KEMPTON &amp; SOUTHERN RAILROAD, * Kempton, PA</u>						
2	0-4-0T		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	0-6-0T		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						
<u>WEST JERSEY RAILROAD (WJRC), Salem, NJ</u>						
7803-7804	B-B	RS3	D/E	Alco	1952	Lamoille Valley 7803, 7804
<u>WEST SHORE RAILROAD (WTSE), Mifflinburg, PA (Note 1)</u>						
59	B-B	RS1	D/E	Alco	1948	Washington Terminal 59 (Note 2)
1500	B-B	SW8	D/E	EMD	1953	Conrail 8618
2233	B-B	GP30	D/E	EMD	1963	Conrail 2233 (Note 2)
9425	B-B	SW1	D/E	EMD	1950	Conrail 8525
Note 1: Locomotives also based at Lewisburg, Winfield, PA						
Note 2: Owned by private individual						
<u>WILMINGTON &amp; WESTERN RAILWAY (WWRC)/WILMINGTON &amp; WESTERN RAILROAD, * Marshallton, DE</u>						
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
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	Pull./Brill	1929	PRR 4662
8408	B-B	SW1	D/E	EMD	1940	Baltimore & Ohio 8408
<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	B-B	RS11	D/E	Alco	1956	Central Vermont 3605
3606	B-B	RS11	D/E	Alco	1956	CV 3606 (Note)
3609	B-B	RS11	D/E	Alco	1956	CV 3609 (Note)
3611	B-B	RS11	D/E	Alco	1956	CV 3611
Note: At Bridgeton, NJ for rebuilding						
<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	1951	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

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## MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS - PART III

(Continued from Page 9)

## SOURCES

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published by Kalmbach Books  
Diesel Locomotive Rosters, compiled by Sy Reich, published by  
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The Editor requests that corrections and additions to this listing be directed to his attention.

## ABBREVIATIONS

Elec - Electric  
D/E - Diesel-electric  
G/E - Gas-electric  
D/M - Diesel-mechanical  
G/M - Gas-mechanical  
\* - Non-common carrier  
Alco - American Locomotive Company/Alco Products, Inc.,  
Schenectady, NY  
ABB - Asea Brown Boveri, Vasteras, Sweden  
BLH - Baldwin-Lima-Hamilton, Eddystone, PA  
BLW - Baldwin Locomotive Works, Eddystone, PA  
EMD - Electro-Motive Division, General Motors Corp./EMC -  
Electro-Motive Corp., LaGrange, IL  
GE - General Electric Company, Erie, PA  
GMD - General Motors Diesel, Ltd., London, Ontario

## CONRAIL FREIGHT SCHEDULE CHANGES

Additional changes have been made in the Conrail Philadelphia Division freight schedules published in previous issues of Cinders. The major changes are:

- o PIMO and T00I are withdrawn.
- o ENMO is re-established (Enola to Morrisville), departing Enola 0700, passing "Phoenix" 1145, arriving Abrams 1215 and Morrisville 1500 daily.
- o MTEN is re-established (Metuchen to Enola), departing Metuchen 0330, passing "Morris" 0430, departing Abrams 0800 and arriving Enola 1400 daily except Sunday.
- o PIML is re-established (Conway to Metuchen-Linden), departing Harrisburg 1600, passing "Phoenix" 1930, departing Abrams 2030, Morrisville 2230, Metuchen 0045 and arriving Linden 0145 daily.
- o P10I is re-established (Conway to Oak Island), departing Harrisburg 0730, passing Alburdis 1159, Port Reading Junction 1525 and arriving Oak Island 1705 daily.

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