

# BEARSS

## October 1990



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Volume 51

Newsletter of the

Number 9

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

## OUR MEETING:

FRIDAY, OCTOBER 19, 1990

Eakins Lounge, Alumni Hall, Thomas Jefferson University, Locust St. between 10th & 11th, Philadelphia, PA  
Dinner at 6:15 PM (\$18 per person); Meeting at 7:45 PM.  
Parking in Wills Eye Hospital garage, 9th Street above Locust (\$3.00 after 6 PM) or Parkway Garage, also 9th above Locust (\$5.75 after 6 PM).

Our October 19 meeting will feature a program by Chapter Member Russell E. Jackson in commemoration of the 10th anniversary of the SEPTA Kawasaki Light Rail Vehicles. Russ was the project manager for SEPTA on the LRV's and had the opportunity to make several "behind the scenes" sound movies of the assembly, delivery and testing of these cars a decade ago; vintage shots of PCC cars are included. The Kawasaki film "Advance", depicting the construction of the LRV's and the Broad Street Subway B-IV cars will also be shown at the meeting.

Our usual sit-down dinner will be served in the Eakins Lounge, Alumni Hall, Jefferson University, at a cost of \$18 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, OCTOBER 16, 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 get acquainted with our new meeting location on the campus of Thomas Jefferson University.

Our November 16 meeting features our annual auction, our December 14 meeting will find Bennett Levin describing the painstaking restoration of Pennsylvania 120 for our members, and on January 18, 1991, we'll view the last three decades of South Jersey rail operations as seen through the lens of G. Gerrish Williams.

## BEARSS OF PARK SERVICE GUEST AT SEPTEMBER MEETING

The tremendous contributions of Herman Haupt to the Union cause in the Civil War were vividly described by Edwin C. Bearss, chief historian of the National Park Service, at the September 21 meeting of Philadelphia Chapter.

For the first time, the monthly meeting took place in the Eakins Lounge of the Jefferson University Alumni Hall at 10th & Locust Streets, center city. Thirty members and guests were present for dinner and a much larger group was on hand for Mr. Bearss' colorful presentation. He was introduced by Chapter Member Pat Purcell, a Civil War expert in his own right.

Haupt, who served as a transportation and engineering officer for the Pennsylvania Railroad until his resignation in 1856, was asked by the Union military command to take charge of the North's vital railroad operations in 1862. Mr. Bearss described his work as that of a "genius" in replacing destroyed rail bridges in an incredibly short time, and reorganizing train movements to get men and supplies where they were needed and when they were needed. As time permitted, Haupt returned to another job that he had left at the beginning of the war: the immense project of drilling the Hoosac tunnel in Massachusetts.

Unfortunately, as is often the case in transportation, Haupt was scarcely recognized at the time for his invaluable work in pressing the war effort. While President Lincoln thought highly of his accomplishments, senior officers often ignored him until their situations demanded that a consummate railroad manager be brought in. He eventually resigned his commission as a brigadier general in September 1863 and returned to the private sector.

While most histories of the war rarely mention Haupt's extraordinary work on behalf of the Union, Mr. Bearss' excellent presentation brought that work into sharp focus. Last month's definitive television series entitled simply "The Civil War," in which Mr. Bearss is featured, at least called attention to Haupt, quoting President Lincoln's remark that the bridge on the RF&P that he rebuilt in a few days appeared to be supported by "beanpoles and cornstalks."

The membership enjoyed Mr. Bearss' unique insights into this often-neglected phase of America's bloodiest war. He was later presented with a Certificate of Appreciation from the Chapter.

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

## CHAPTER OFFICERS:

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

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.

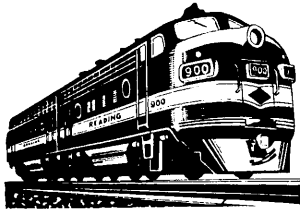
ANNUAL MEMBERSHIP DUES: \$23 per person, which includes Chapter and National dues. Chapter-only dues \$12.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent Society is a requirement to hold Chapter membership.

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.

## FP7'S ENTER SHOP FOR SANDBLASTING WORK



Philadelphia Chapter's ex-Reading FP7 diesel locomotive #903, together with Lancaster Chapter's #902, were moved into the shop of Amherst Industries at Landisville, PA in late September. The Amherst forces are welding steel side members and body plates in areas where the original steel had deteriorated, fabricating new rear doors and sandblasting both the interior and exterior of the units.

Still to be applied are 28 new steel side panels which have been cut to size by an outside contractor. These panels must be bolted into place by Chapter volunteers before the final painting process and inspection work can begin. The stainless steel grilles will be sent to Boeing Vertol for paint removal, as arranged by Chapter Member Bob Morris.

Project Manager Mike Burshtin of Philadelphia Chapter and Coordinator Cindy Bowers of Lancaster Chapter have expressed satisfaction with progress of the work thus far. Volunteers are still needed for future weekend work sessions when the side panels will be mounted. Those interested are urged to contact Mike Burshtin at 609-697-3829 (home) or 215-580-4239 (work) as soon as possible.

## "PENNSYLVANIA 120" RETURNS TO TOWN FULLY RESTORED

After nearly four years of restoration work, former Pennsylvania Railroad presidents' car 120 has been completed and is ready to roll in revenue service.

The beautiful tuscan red and gold car received heavy mechanical and electrical work at the Juniata Terminal shop in North Philadelphia, under the direction of Owner Bennett Levin and his son Eric, a member of Philadelphia Chapter.

The car was sent to Panama City, FL earlier this year for the installation of interior paneling and other work. It arrived back in Philadelphia October 7 on the rear of Amtrak #88, the Silver Meteor, but ran through to New York, returning that evening on train #631. It was switched to Juniata Terminal the next day.

## SEPTA OFFERS NEW STREET AND TRANSIT MAP

In July SEPTA released its revised Philadelphia Street and Transit Map, updating the last version dating from 1984. Opening out to 35 x 44 inches, this is the most detailed map of its type available and serves as a companion to the Suburban Street and Transit Map placed on sale last year. It features a complete street index.

The city map (orange cover) includes some suburban territory as well. It sells for \$3 per copy at SEPTA information centers or it may be ordered by mail for \$4 postpaid by writing: SEPTA Sales Department, 5th Floor, 841 Chestnut Street, Philadelphia, PA 19107. The suburban map (blue cover) also sells for \$3 per copy over the counter or \$4 by mail. A special bargain is available for persons buying both maps: \$5 over the counter or \$6 by mail.

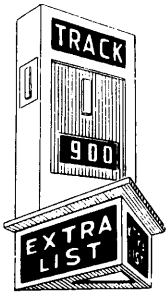
## SIX MEMBERS REACH 25-YEAR MARK IN NRHS

Six more members of Philadelphia Chapter will receive their silver pins this fall, in recognition of attaining 25 years of continuous membership in NRHS. They are: Ronald DeGraw, Thomas Halterman, David R. Morrow, Patrick E. Purcell, Robert M. Stacy and John A. Swift.

Where possible, these pins will be presented to the recipients at a future Chapter meeting. The membership joins in congratulating them for a quarter century of service to NRHS.

## BOOKLET AVAILABLE ON CLOSING OF BROAD STREET STATION

J-B Publishing Company has reprinted the Pennsylvania Railroad's official employee bulletin which detailed the procedure for the closing of old Broad Street Station in Philadelphia. This publication shows the complete plan for closing the huge station in April of 1952 and shifting its trains to 30th Street and Suburban Station. Priced at \$5 per copy, the reprint will be for sale at meetings of Philadelphia Chapter.



OCTOBER 19, 20, 21, 26, 27, 28, 1990: 4th annual Railroad Art & Photography Show in the Art Gallery of Hanover, 32 Carlisle Street, Hanover, PA, sponsored by Hanover Area Arts Guild, Inc. Show is open 10 AM to 5 PM. Admission free. In addition to art, railroad hardware will be featured. For information, contact John R. Mowrer, 112 Fulton Street, Hanover, PA 17331 (telephone 717-632-0982 between 9 AM and 3 PM daily).

OCTOBER 19-21: National Railway Preservation Symposium at Railroad Museum of Pennsylvania, Strasburg, PA, sponsored by Friends of the Railroad Museum in cooperation with Pacific Coast Chapter R&LHS and California State Railroad Museum. Four sessions start with William L. Withuhn of Smithsonian Institution, Washington, DC, speaking on "Increasing professionalism in railroad museums." Program begins with 8 PM reception at the Museum on Friday, October 19. Workshops, ride on Strasburg Rail Road and Saturday dinner in Rolling Stock Hall are included in \$150 per person fee. Reservations should be made with check for \$150 to: Symposium, Railroad Museum of Pennsylvania, P. O. Box 15, Strasburg, PA 17579-0015 (telephone 717-687-8628).

OCTOBER 20: Special Amtrak train from Lancaster and Harrisburg to Johnstown and Pittsburgh, PA, sponsored by Lancaster Chapter NRHS. Bus tour of Johnstown historic sites will be included, or passengers may remain on board for trip over Conrail freight-only trackage in Pittsburgh area, including Ohio Connecting bridge, Mon Line and Port Perry branch. Train leaves Lancaster 6:30 AM, Harrisburg 7:10 AM, returning to Harrisburg 10:15 PM, Lancaster 11:10 PM. Fare: \$83 per person. Order tickets from: Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566 (for information, telephone 717-786-4932).

OCTOBER 21: "Susquehanna Fall Foliage Ramble" via New York, Susquehanna & Western from Ridgefield Park, NJ to Warwick, NY and return, sponsored by Jersey Central Chapter NRHS. Train will be powered by unique diesel locomotives (NYS&W C430's if available), departing Ridgefield Park at 9:30 AM, returning about 5:30 PM. Multiple photo stops and runbys will be provided during 144-mile excursion. Fares: \$40 adults, \$34 children (under 12), picnic lunch \$6, first-class accommodations \$140 per person. Order tickets from: Jersey Central Chapter NRHS, P. O. Box 700, Clark, NJ 07066-0700, making checks payable to: "Jersey Central Chapter NRHS" and enclosing stamped, self-addressed envelope. For further information, telephone 201-454-4848 (day only).

OCTOBER 27: Motor coach tour of Lehigh & New England right-of-way from Palmerton, PA to Pine Island, NY, including the former shop complex at Pen Argyl, PA, sponsored by Lehigh Valley Chapter NRHS. This anthracite and cement-carrying railroad ceased operation in 1961. Noted L&NE historian will narrate the tour. Capacity in deluxe coach limited to 45 passengers. Bus departs Trans-Bridge garage, 2012 Industrial Drive, Bethlehem, PA at 8 AM, returning about 8 PM. Fare: \$28 per person. Order tickets from: Lehigh Valley Chapter NRHS, c/o Gerhard Salomon, 825 Fernwood Street, Emmaus, PA 18049.

OCTOBER 27: Special excursion using Long Island Rail Road diesel-powered train from Jamaica station, New York, to Waterbury and Danbury, CT and return via Amtrak Hell Gate line and Metro-North Shore Line. Train departs Jamaica 8 AM, returns about 6 PM. Fares: Adults \$45, senior citizens and children (5-11) \$40, parlor car \$90, box lunch \$7.50 (ham and cheese or turkey breast). Order tickets from: Long Island-Sunrise Trail Chapter NRHS, P. O. Box 507T, Babylon, NY 11702, making checks payable to "LIST-NRHS" and enclosing stamped, self-addressed envelope.

NOVEMBER 3: Railfan excursion from Cumberland to Frostburg, MD and return via Western Maryland Scenic Railroad, sponsored by Western Maryland Chapter NRHS. Steam-powered train including two former Norfolk & Western open-window coaches, two former RF&P closed-window coaches and a caboose will depart the former WM station in Cumberland at 9 AM, returning about 3 PM. Featured will be several photo runs enroute, at the Narrows, Helmstetter's curve and 914-foot long tunnel. Lunch will be available at restored depot in Frostburg. Fare: \$40 per person. Order tickets from: November Railfan Excursion, P. O. Box 1331, Cumberland, MD 21501-1331, making checks payable to "Western Maryland Chapter NRHS" and enclosing stamped, self-addressed envelope.

NOVEMBER 2-4: Steamtown railfan weekend at Scranton, PA. Steam-powered trains will be operated, possibly over a new route, and a night photo session is scheduled. Reportedly, Electro-Motive's FT demonstrator locomotives will be present. For information, write: Steamtown National Historic Site, 150 South Washington Avenue, Scranton, PA 18503.

NOVEMBER 10: "Jersey Shore Limited" from Hoboken to Bay Head, NJ and return, featuring E8A diesel locomotive repainted in original Erie Railroad paint scheme, sponsored by United Railroad Historical Society and Friends of the New Jersey Railroad & Transportation Museum. Train 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 including 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 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. Fares: \$30 per person if ordered before October 1 (\$35 after that date). 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: Abington Township Police Association presents "4th Annual Holiday Railroad Extravaganza" at Abington Junior High School Gymnasium, Susquehanna Road, Abington, PA, 9 AM to 3 PM. Railroadiana and model railroad displays; food available. Admission: \$2 per person, children under 12 free. For further information, telephone 215-887-1460.



Amtrak's two newest locomotives, EMD F69PH's 450 and 451, have finally gone out on the road in a nationwide series of runs which will eventually see them performing in our area. It's not clear, however, that Amtrak is yet ready to make a major commitment to A.C. electrical gear and the next batch of locomotives that the carrier orders may see the F40 design retained, albeit in a modified carbody. Such an order is expected to be placed shortly.

The new Metroliner Club-Conference car, the 9800, is being marketed as a place for "Meetings on the Fast Track". The four semi-private conference booths in the car seat either two or four people with a drop-leaf oak table between the club service seats. The initial assignment for this car was on Corridor trains 182 and 185, with expected reassignment to Metroliner Service during October.

The first Metropolitan Lounge for first-class passengers has opened at New York's Penn Station. Seating 92 people, there are information monitors, a fax machine and telephones, complimentary beverages and reading material, a private meeting room and private restrooms. The Big Apple facility is open from 5:30 AM to 9:30 PM weekdays and 7:30 AM to 10:00 PM on weekends.

Ridership on the entire Amtrak system has risen by almost six percent between July 1989 and July 1990. Corridor traffic was up 1.4%, short-distance trains 10.2% and long-distance trains 9.5%. Atlantic City ridership rose from 26,209 to 41,711 for the month, which figures out to about 1,400 passengers per day. Year-to-date ridership systemwide is up by 3.7%, with Atlantic City service rising by 478%!

North of the border, VIA Rail Canada ended its first summer of reduced service with something of a whimper. The tri-weekly Canadian operated with a baggage car, two coaches, a Skyline dome-meal service car, a full dining car, five Manor-series sleepers and a Park-series dome-observation. A steam generator car was also usually part of the consist. Between Jasper and Vancouver, the four cars of the Skeena were added to the train, and usually consisted of a baggage-sleeper, an "E"-series sleeper, coach and Skyline car. Several times during the summer, a second "E" sleeper operated on the Skeena. Except for one coach line, the Canadian was all-stainless steel, but the Skeena was all "blue" except for the Skyline dome.

The Branchline, publication of the Bytown Railway Society, issued a list of conventional VIA trains and their summer consists, using a format similar to my recent Amtrak consist listing in Passenger Train Journal. Bytown (the original name for the City of Ottawa, by the way) also issues the annual Canadian Trackside Guide, a highly useful summary of Canadian locomotives and equipment.

Two temporary commuter rail services were operated in Montreal during the dispute between the Indian tribes on the south shore and the Canadian government. One was as a direct result of the blockade of the busy Mercier bridge across the St. Lawrence River, while the other service ran into the eastern part of the city to alleviate congestion on the Boulevard Metropolitain, which is under reconstruction.

In commuter news, Boston's MBTA has taken delivery of the first four of 75 double-deck commuter cars. The cars will undergo extensive test runs, including some under revenue loads. These four cars were constructed in Japan (two cab cars and two coaches) while subsequent cars in the order will be completed at the General Electric plant in Pittsfield, MA, incorporating any modifications deemed necessary as a result of the field testing. Similar to Toronto's GO Transit double-deck cars, these are not gallery cars, but have conventional level end sections over the trucks. The remaining 71 cars are all expected to be delivered in 1991.

The Reading Company embraced air-conditioning in 1934, a year or so after the Pennsylvania Railroad, and the first summer found combines 589 and 593, cafes 1186 and 1188 and coaches 1527, 1531, 1539, 1541 and 1542 providing cool rides. Along with two Pullman parlor cars and the Pullman Lounge Wall Street, these 12 cars equipped two trainsets in Philadelphia-Jersey City service.

In 1935, Reading air-conditioned an additional 21 cars, including combines 585-586 and 590-592, parlor-coach 699, cafes 1187, 1190 and 1191, cafe-parlor 1189 and 11 coaches (1528-1530, 1532-1533, 1536-1537, 1540, 1543-1544 and 1547). Jersey Central, meanwhile, equipped diner 81, coaches 1170 and 1176 and observations 1178 and 1179 that same year for Blue Comet service, while CNJ coaches 1195, 1197 and 1198 joined some of the Reading cars on Jersey City-Harrisburg trains (along with two more Pullman parlors). Three of the Reading cars, 1533, 1539 and 1541, received reclining seats and replaced Pullman parlor-buffets on "main line" trains. CNJ also equipped three commuter clubs (with wicker seats), cars 90-92.

The year 1936 found Reading placing cooling equipment in combines 584, 587 and 588, steel underframe cafes 1197 and 1198 and walkover coaches 1325-1335, a total of 16 cars. CNJ, meanwhile, added Blue Comet combines 301 and 303 plus coaches 1202-1204.

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# PHILADELPHIA



## FRANK G. TATNALL, JR.

Service to the new Claymont station, located on AMTRAK's Northeast Corridor just over the Delaware state line, is expected to begin October 29. DelDOT built the facility on the site of the old Pennsy Claymont station, which burned several years ago. Ever since SEPTA resumed operations to Wilmington in January 1989, Delaware officials have promised that the once-busy Claymont stop would be restored, and now that will happen. Current Wilmington-Philadelphia commuter service consists of 14 weekday round-trips, and SEPTA's April timetable shows all of them stopping at Claymont (the new station was promised for "mid-1990").



SEPTA last month issued special timetables for Routes R2, R3 and R5 to cover the Sunday-only busing between Jenkintown and Wayne Junction, while construction work proceeded at the new Fern Rock transfer station. The temporary schedules were to be in effect on September 9, 16, 23, 30 and October 7, but the last date was found to be unnecessary. These timetables may become collectors' items because they were composed on a personal computer and received limited distribution. The Fern Rock project is a prelude to the massive bridge and track replacement program which will close the Main-line for two seasons beginning in April 1992.

A Bryn Athyn-based group known as the Newtown Greenway Coalition is backing a scheme to convert SEPTA's idle Newtown branch to a recreational trail. Montgomery County officials endorse the plan under a Federal-State rails to trails program, while Bucks County leaders--including Commission Chairman Andrew Warren--want rail service restored to the fast-growing area around Newtown. No quick solution to this standoff is apparent, nor is there any reasonable prospect of seeing trains running to Newtown any time soon.....The long dispute over the Reading Terminal trainshed may soon be resolved. The Inquirer reports that recent tests indicate that all toxic PCB chemicals have been removed from the old trainshed area, allowing transfer of the structure from the Reading Company to the Pennsylvania Convention Center Authority. This is good news for merchants in the famed Reading Terminal Market located beneath the train floor, who have suffered from roof leaks and power failures in the neglected building. The Inquirer predicted that the PCCA should take control by November 1, and the Authority leadership promises to preserve and upgrade the unique center city market.

A new bridge is in place near Wallingford station in Delaware County carrying the R3 West Chester Line over Interstate 476 (Blue Route) now under construction.....Does anyone know what happened to that Pennsy keystone station sign that until recently hung on the south end of Lansdowne station?..... The Inquirer ran an article on September 20 detailing neighborhood opposition to PennDOT's plans for a new bridge at 49th Street station on the R3 line, replacing the present deteriorated Chester Avenue span. Residents object to the design of the new bridge, which would preserve the secluded pedestrian underpass now used as a hangout by local thugs and drug dealers.....Suburban Station accounts for about 50 percent of SEPTA's center city rail passengers, Market East 35 percent and 30th Street 15 percent, confirming that the business district continues to move slowly westward. These figures were quoted in the September issue of Delaware Valley Rail Passenger.

At 5:22 AM on September 12 an overhead wire was reported down in West Trenton yard. Related power problems soon developed at "Wood" and "Neshaminy" interlockings, making it necessary to bus passengers as far as Neshaminy Falls station. The need to position equipment from West Trenton to center city created an unusual train--CONRAIL diesels 7732 and 9418 hauled 16 dead Silverliners from West Trenton via the former New York Short Line, arriving in Roberts yard at 2:05 PM. Repairs were completed and the railroad restored to service about 5 PM.

SEPTA last month accepted bids from four Pennsylvania trolley museums for four surplus Red Arrow cars. Center-door car #73 will go to the Arden Museum near Pittsburgh, P&W Bullet #205 to Railways to Yesterday at Rockhill Furnace, P&W work cars #401 to Buckingham Valley Trolley Association and #402 to the East Penn Valley group at Topton. The next round in this disposal effort is now in preparation, and reportedly will be open to out-of-state museums as well. Two Bullets (#203 and 208), four Straffords (#161, 163, 165 and 168) and the "pickle" car #406 will be offered for sale. This leaves only four old passenger cars on the Suburban

Division: Bullets 206 and 209 in storage, #162 as a shop motor and #164 fitted up as the "new" pickle car for de-icing work.

Delivery of the first Norristown High Speed Line car from ABB/AMTRAK may again be delayed, this time to January 1991. Two additional car shells have arrived at Amtrak's Beech Grove shop, where the 26-car order is to be assembled. That makes a total of only four cars on the floor at Beech Grove, and a late delivery penalty kicks in at the end of January. To fill the gap until the new cars arrive, SEPTA is preparing to put four converted Market-Frankford cars in service, perhaps as early as October 8. These stainless-steel cars will

## PHILADELPHIA EXPRESS (Continued from Page 5)

be equipped for two-man operation. They have been modified not only with standard-gauge "K"-car trucks purchased from PATH but also with door platform extensions, fare collection boxes, radios and communication lines. Their anti-climbers match those of the ex-Chicago cars already operating on the Norristown line, but they are not compatible with the lower anti-climbers of the new ABB cars or on the Bullets. Thus, it is planned to store the two active Bullets when the Market-Frankford cars enter service. In a touch of humor, the four el cars have been given names of shuttle spacecraft, such as "Discovery" on car #602. It is displayed on an official-looking nameplate below the cab.

SEPTA is extending its Norristown line platforms at 69th Street, seemingly in preparation for the new cars. The electronic destination signs installed last year throughout the Terminal now appear to be partially in service. Stores are starting to open up again in the refurbished building.....Trolleys resumed operation over the entire length of Route 23 on September 9, after the overhead wire was restrung in the vicinity of the Vine Street Expressway.....The "Erie transitway" has been completed on Erie Avenue east of Broad Street. The Route 56 rails are now encased in a raised concrete median with new specialwork installed at Old York Road & Erie. Trolley service is expected to resume next month, after the huge water main crater on Erie near Hunting Park Avenue is filled in.

Pat Nowakowski, formerly SEPTA's chief officer of Market-Frankford operations, has been named to the long-vacant position of assistant general manager-operations support. Reporting to him are the chief officers in charge of rail and automotive equipment maintenance and the chief engineer.....SEPTA PCC #2133 has been successfully tested on the rails of San Francisco's MUNI system, using a pair of borrowed standard-gauge trucks, and was on display at the Muni Trolley Festival on Labor Day. Still in SEPTA paint, the car will be further tested before Muni decides to purchase additional Philadelphia PCC's for the proposed surface route on Market Street and the Embarcadero (Flimsies).....PennDOT will go ahead with its project to resurface Wayne Avenue between Windrim Avenue and Johnson Street, covering the old Route 53 rails in the process. A Daily News report states that SEPTA will not oppose the plan.

Pennsylvania's Republican Senators John Heinz and Arlen Specter are fighting a bill introduced in Congress which would withhold 25 percent of Federal highway funds from the State unless it enacts a dedicated tax to help support public transportation. The bill, introduced by Philadelphia Democratic Congressman William H. Gray III, has been labeled as "blackmail" by the Republicans, but an Inquirer editorial called it a "clever tactic." Democratic Governor Robert Casey also opposes the plan, but Republican Gubernatorial Candidate Barbara Hafer supports the concept of dedicating a portion of the State gasoline tax to transit.

SEPTA has launched a new advertising campaign to discourage the filing of false personal injury claims. Using radio spots, billboards and newspaper ads, the campaign is aimed at reducing the huge amount of money that SEPTA pays out each year in claims--\$47 million in the last fiscal year amounting to 17.7 percent of fares collected. This is the worst record of any major transit authority in the U.S. Previous efforts are starting to pay off, however, with the number of claims filed in FY 1990 declining to 10,355 from 13,005 the previous year, according to SEPTA General Counsel James Kilcur. But in the first four months after the derailment of a Market-Frankford train at 30th Street on March 7, 274 claims for personal injuries had been received. Records show that four persons died in that accident and 165 others were taken to local hospitals..... A 27-year-old West Philadelphia woman has admitted that she filed a false claim for injuries allegedly suffered in the subway-surface trolley derailment at the 33rd Street station in April 1988. She had asked for \$25,000 in damages from SEPTA although testimony showed that she was nowhere near the accident scene. She has been ordered to stand trial for perjury, attempted theft and false swearing.

A SEPTA hearing examiner has recommended that SEPTA continue to operate two of five bus routes that it has filed to abandon (see August Cinders). He said that eliminating the Route 91 between Norristown and Eagleville and the Route 63 between Queen Village and Grays Ferry would result in "a serious hardship for some people," but he had no problem with the proposed end of Sunday service on the R8 Fox Chase rail line..... For the first time, 15 SEPTA street supervisors are being given the authority to write parking tickets in center city for motorists who park in bus or trolley stops or in locations interfering with transit operations. If this pilot program works it will be expanded to 100 other supervisors.....The Inquirer last month carried a story on 86-year-old J. Wilbur Boorse, who just retired from SEPTA after 70 years of transit service in Philadelphia. He began at age 16 as an office boy for the old Philadelphia Rapid Transit Company, working his way up to power superintendent and finally retiring as a consulting engineer on September 1. His son Jack, formerly chief traffic engineer for the City, authored the book Philadelphia in Motion, published by Bryn Mawr Press in 1976.....Uncle Sam has granted SEPTA \$1.1 million to build two elevators for the disabled at the Columbia station on the Broad Street subway.



AMTRAK says that its passengers are unlikely to see higher fares because of recent oil price increases. Energy accounts for less than five percent of the railroad's operating costs while fuel makes up 15 to 20 percent of airline operating expenses (Amtrak Newsbreak).....The Federal budget agreement voted down by Congress on October 5 may subject AMTRAK to the 32-percent across-the-board funding cuts that would result from the imposition of mandated reductions under the Gramm-Rudman-Hollings Act. However, Congress has not yet agreed on Amtrak's appropriation for Fiscal Year 1991.....Eugene R. Cressat, a New York executive, has replaced Montgomery County Attorney and SEPTA Board Member Frank Jenkins on the AMTRAK board, representing commuter rail interests (Rail Travel News)..... Back by popular demand, ice cream is once again a menu item on certain long-distance trains. Newly-designed freezers on the dining cars are now capable of keeping the dessert frozen.

## PHILADELPHIA EXPRESS (Continued from Page 6)

AMTRAK's two new F69PH AC-drive locomotives were released from the Federal Railroad Administration's Pueblo (CO) testing facility on September 4, after many months of bearing pinion problems in their Siemens-built traction motors. The units, #450 and 451, now seem to be operating properly, having made several revenue runs between Chicago and Milwaukee and hauling the Southwest Chief between Chicago and Los Angeles. Whether the Electro-Motive diesels will be seen in Philadelphia any time soon is not known, but they are expected to visit Washington this month for a formal ceremony. The F69's, easily recognized by their streamlined noses, are considered the prototype of the highly-efficient locomotives that will eventually replace the fleet of conventional DC-drive F40's (Flimsies, Newsbreak).....AMTRAK's other AC locomotive, rebuilt F40 #202, has been stored at Wilmington while its ABB motors are worked on in Europe.....GP7 #776 has been sent to the VMV shop at Paducah, KY to receive a new 567 engine, upgrading it to a GP9.....Those six ex-GO TRANSIT F40's, rebuilt at CONRAIL's Altoona shops, have begun to enter revenue service. On September 10 #415 was spotted on AMTRAK Atlantic City train #672 and #414 later showed up on the same line.

AMTRAK has installed a photo display in 30th Street Station, tracing the development of the station from its predecessor in 1876 to its future role in the 21st Century. To be officially known as 30th Street Center after the current \$75-million, 2-1/2-year restoration is completed in 1991, the building, in Amtrak's words, "remains true to its original intent--a passenger railway station and a grand portal to a great city".....A costumed Beaux Arts Ball will be held in 30th Street Station on October 27, sponsored by the Foundation for Architecture (Howard Bender).....The Army-Navy football game will return to Veterans Stadium in Philadelphia December 8, and AMTRAK plans to run at least one special train from Washington to the event.....AMTRAK will issue its fall-winter timetables effective October 28.

AMTRAK ran a large ad in the Inquirer and other newspapers last month headlined "Make Tracks Not Traffic." The ad also offers a reduced round-trip fare of \$15 between Philadelphia and Atlantic City..... In one of its many promotions, AMTRAK has issued a new "Ski Amtrak" folder for the 1990-91 season. It contains train-hotel-ski package tours for resorts from Stowe, VT to Big Mountain, MT.....The New York Times recently carried an item predicting that total ridership on the New York-Washington air shuttles would drop to about 3.6 million this year. AMTRAK handles about 1.6 million passengers annually between the two cities, its one-way Metroliner fare of \$79 well below the Trump Shuttle fare of \$119.....For the year ending July 31 AMTRAK carried more than 22 million intercity passengers nationwide, logging six billion passenger miles. Both are new 12-month records (Newsbreak).

AMTRAK has donated ex-Pennsylvania E44 electric #4465 to the Railroad Museum of Pennsylvania. Now numbered AMTK 502, it was the last E44 freight locomotive built. Donations will pay for removal of its transformer before movement to Strasburg.....AMTRAK's Beech Grove shop in Indiana will be expanded and modernized in a \$30-million project (RTN).....AMTRAK has approved eight diesels for emergency use in New York's North and East River tunnels. They include Amtrak GP9's #770, 774 and GP7's #781, 783, NJ TRANSIT SW1500 #503 and GP7 #5681, LONG ISLAND SW1001's #100 and 105 (Jersey Central Chapter News).....AMTRAK has begun accepting the Discover credit card, in addition to the Air Travel Card, American Express, Carte Blanche, Diners Club, MasterCard and Visa cards (NARP).....Four-color ads will start appearing on AMTRAK ticket jackets in November, under a contract signed with Devon Direct Marketing of Malvern, PA (Newsbreak).

After years of study CONRAIL has placed its so-called "Reading cluster" of branchlines on sale. These include 124 miles of former Reading lines north of Reading, including the Shamokin secondary track running from Reading to Locust Summit and the Pottsville secondary track from Port Clinton to Pottsville. The leading candidate to purchase these coal-carrying routes is the BLUE MOUNTAIN & READING RAILROAD..... The Michigan Artrain, carrying a large display entitled "150 years of American Toys," visited STEAMTOWN in Scranton last month. Following that appearance the five-car train moved via CONRAIL to Emmaus, PA for display on the BM&R, then to Strasburg for a four-day stand on the STRASBURG RAIL ROAD.



CONRAIL last month retired 136 locomotives from its 2,300-unit roster. Among the retirees were 57 GP9's, 20 GP40's, 15 SD40's, five GP35's and 39 assorted switchers. Included in the list were the New York Central's ten original GP40's dating from 1965--#3000-3009.....CONRAIL has sold its two ex-SOUTHERN heavy-weight coaches, #25 and 26, to the GREAT SMOKY MOUNTAINS RAILWAY in North Carolina. Reason for the sale was the condition of the cars' six-wheel trucks, which were not approved for high speeds on AMTRAK.....Harrisburg Chapter's Rail Review reports that CONRAIL will sell its four oddball General Electric U36B's, which were originally built for Auto-Train.....UNION PACIFIC units have been frequently seen this summer in the Philadelphia area, mixed with CONRAIL power. On September 12 UP 3947, an ex-Missouri Pacific SD40, was seen switching in the South Philadelphia yard.....CONRAIL in July set a new record for the largest single shipment of export coal handled through the Port of Philadelphia. More than 70,000 tons of bituminous were loaded aboard the M/V Protektor at Conrail's Pier 124 South.....CONRAIL has shifted the #2 track of its Morrisville Line (Trenton Cut-Off) to a new bridge built for the Henderson Road underpass in King of Prussia, although the highway portion of the project will not be completed until next spring. For the last year or more trains have been operating on shoo-fly tracks around the project, but only local freight trains now run on this segment of the line between Abrams yard and Thorndale....."Norris" tower at Bridgeport finally closed in late September. All interlockings in the area are now remotely controlled from the Philadelphia Division dispatchers office at 32nd Street.



## PHILADELPHIA EXPRESS (Continued from Page 7)



NJ TRANSIT operated its third and last Phillies baseball special from Atlantic City to South Philadelphia on Sunday, September 23. Consist was GP40FH-2 #4140, Comet cab car 5113, Comet coaches 5769, 5760 and Comet cab car 5104, with the two cab cars placed in the four-car set to provide restroom capacity..... Lacking a paint shop in its new Meadows Maintenance Facility, NJT is sending its F40PH-2 locomotives to CONRAIL's Altoona shop for repainting. Shiny #4121 was spotted moving east through Reading on train ENSE1 on September 11.....NJT has taken delivery of ALP-44 electric #4406, the seventh unit of an order of 15 to arrive from ABB in Sweden. At least two of the AEM-7 lookalikes are in revenue service, though E60's are still operating every weekday on the North Jersey Coast Line to Long Branch (Jersey Central News).....The ALP-44's are being leased from ABB Credit under a "cross-border" agreement which will bring NJT \$3 million in benefits (NJT Inside Track).

NJ TRANSIT E8A's #4248 and 4323 were moved to Rome Locomotive Works at Rome, NY during August, where both will be painted into the old Erie Railroad green passenger livery and renumbered 835 and 834 respectively. United Railroad Historical Society is sponsoring the restoration and hopes to have one or both units available for its November 10 excursion (see Extra List).....Hand-held ticketing machines are being tested on certain NJT Northeast Corridor, Princeton shuttle and Bay Head shuttle trains, simplifying on-board cash sales (Jersey Central News).....NJT has acquired six former Erie Lackawanna bay window cabooses from the DELAWARE & HUDSON. They will be renumbered into the 900 series for work service (News).....NJT has purchased a "Super-sucker" vacuum machine for removing litter along the right-of-way. It will be mounted on a hi-rail truck (News).....In line with a request from State Transportation Commissioner Thomas Downs, NJT is drafting a strategic business plan which will set out future service goals and spending objectives (Inside Track).

CANADIAN PACIFIC in early October received the Interstate Commerce Commission's approval of its \$25-million purchase of the bankrupt DELAWARE & HUDSON. Traffic World Magazine, however, reported a last-minute glitch as CP Rail was still attempting to secure trackage rights over a key 27-mile CONRAIL line between Niagara Falls and Buffalo, in order to link its home rails with D&H's existing trackage rights. The magazine said that CP had renewed its threat to withdraw its offer if it cannot secure these rights from Conrail.....CP RAIL has told the media that it plans to acquire a fleet of 62 diesel locomotives for use on the D&H. Currently, only a certain group of CP SD40-2's and a few older units meet FRA standards for operation in the U.S. (Modern Railroads Short Lines & Regionals).....As many as 11 of those SUSQUEHANNA B40-8 units are still leased to D&H, while nine others have been turned over to CSX. The original four B40-8's (#4002, 4004, 4006, 4008) remain NYS&W property (Narragansett Newsletter).....CP is renumbering D&H trains into its own system. Rouses Point-Philadelphia trains RPPY and PYRP are now #555 and 556 respectively. That train still sports a wide variety of power, including SUSQUEHANNA, CSX and NORFOLK SOUTHERN units as well as CP's own SD40-2's and occasionally one of those D&H "lightning-stripe" GP38-2's.

Bucks County Industrial Development Corp. has accepted a bid for the NEW HOPE & IVYLAND RAILROAD, submitted by a group of venture capitalists known as Bucks County Railroad Preservation & Restoration Corp. The head of the group, a Californian, said that he intended to build up the troubled NH&I, including both passenger and freight operations. He even said that steam excursions would resume by next season.....A total of nine former Boston RDC cars are stored on the NH&I, three to be converted to dinner train service by Chapter Member John Nacey and the others, owned by Classic Rail Cars, may also be rebuilt. Twelve ex-Jersey Central, ex-NJ TRANSIT open-window coaches remain stored at Wycombe.

JUNIATA TERMINAL Owner Bennett Levin is planning to acquire ex-Pennsy, ex-NJT GGI electric #4873, now stored at Whippany, NJ, for display along the AMTRAK mainline near his North Philadelphia shop.....OCTORARO's ex-Baltimore & Ohio Alco S2 switcher has gone to the B&O Museum in Baltimore (John Petko).....The Commonwealth of Pennsylvania has awarded a contract for rehabilitating more than 100 miles of State-owned track, including portions of the OCTORARO and BLUE MOUNTAIN & READING (Short Line).....Dillinger tunnel, on the former Reading Perkiomen branch near Emmaus, will receive \$2.4 million in State-funded repairs. BM&R operates this branch as far as Pennsburg (P&R Chapter Colebrookdale Local).

OCTORARO is rebuilding two ex-D&H Alco RS3's from the defunct Anthracite Railway, painting them dark blue with yellow trim. They may or may not retain their D&H numbers of 4103 and 4118.....GETTYSBURG RAILROAD is seeking to purchase its 23 miles of railroad from PennDOT.....Chapter Member Gary Landrio heads a consulting team now studying the feasibility of reviving the Adirondack Railway, which ten years ago operated an ex-New York Central branch between Remsen and Lake Placid, NY. Gary is working with Northwest Engineering, Inc. under contract to the Adirondack North Country Association (Lake Shore Chapter Timetable).....Tank Car Corp. of America, the Oreland, PA car builder, has contracted with the Department of Defense to inspect and repair a group of DODX heavy-duty flatcars, used mainly for transporting military tanks.....MARYLAND & PENNSYLVANIA now has a third locomotive, ex-SOUTHERN NW2 #1053 (John Petko).

Maryland's MARC will begin commuter service next spring between Baltimore and Perryville, MD along AMTRAK's Northeast Corridor. A preview train was run on August 14 with Governor Schaefer on board (Baltimore Chapter Interchange).....WINCHESTER & WESTERN has sold ex-CENTRAL VERMONT Alco RS11 #3609 to a quarry operator while RS11 #3606 will go to the MASSACHUSETTS CENTRAL. Both units are being overhauled at Bridgeton, NJ shop.....ASHLAND RAILWAY has shut down its little-used sand line between Woodmansie and Lakehurst, NJ, and shipped at least one of two ex-CONRAIL GP9's to its operation at Mansfield, OH (Short Line).....SUSQUEHANNA has been named "Shortline of the Year" by Short Lines & Regionals Magazine.....A new shortline known as the Fernglen Railroad has applied to take over a nine-mile ex-Lehigh Valley branch near Hazleton, PA, previously operated by the Sugar Loaf & Hazleton.....WILMINGTON & WESTERN has returned its Pennsy doodlebug #4662 to active service, after a \$100,000 overhaul funded by Revere Copper & Brass.....W&W has shipped its ex-Buffalo Creek & Gauley 2-8-0 #14 to Gaithersburg, MD, where it will be placed on display (Lantern).



**MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS - PART II**  
(Corrected to July 1, 1990)

ROAD NUMBER	TYPE	MODEL CLASS	POWER	BUILDER	YEAR	FORMER OWNER
<b>NEW JERSEY TRANSIT RAIL OPERATIONS (NJT), Kearny, NJ (Note 1)</b>						
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
503	B-B	SW1500	D/E	EMD	1972	Southern Pacific 2675
958-963	C-C	E60CP**	Elec	GE	1975	Amtrak 958-963
967	C-C	E60CP**	Elec	GE	1975	Amtrak 967
973	C-C	E60CP**	Elec	GE	1975	Amtrak 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 (Note 2)
4142	B-B	GP40FH-2**	D/E	EMD	1968	Milwaukee 2055 (Note 2)
4143-4144	B-B	GP40FH-2**	D/E	EMD	1966	RI 361, UP 614 (Note 2)
4151-4156	C-C	U34CH**	D/E	GE	1970	EL (NJDOT) 3351-3356
4157-4173	C-C	U34CH**	D/E	GE	1971	EL (NJDOT) 3357-3373
4174-4176	C-C	U34CH**	D/E	GE	1972	EL (NJDOT) 3374-3376
4177-4182	C-C	U34CH**	D/E	GE	1973	EL (NJDOT) 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 (4080)
4323	A1A-A1A	E8A**	D/E	EMD	1953	PC 4323 (4076)
4326	A1A-A1A	E8A	D/E	EMD	1953	PC 4326 (4083)
4332	A1A-A1A	E8A	D/E	EMD	1951	Southern 6904 (2928)
4400-4414	B-B	ALP-44**	Elec	ABB	1990	(Note 3)
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, Dover, Hoboken, Long Branch, North Bergen, Raritan, NJ and Suffern, NY

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

**Note 3:** New units delivered 1990

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

<b>NEW YORK CROSS HARBOR RAILROAD TERMINAL (NYCH), New York, NY (Note)</b>						
11	B-B	S4	D/E	Alco	1951	Massena Terminal 11
21-22	B-B	S1	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

<b>NEW YORK, SUSQUEHANNA &amp; WESTERN RAILWAY (NYSW), Little Ferry, NJ (Notes 1, 2)</b>						
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	VBR 6
1800	B-B	GP18	D/E	EMD	1962	
1802	B-B	GP18	D/E	EMD	1962	
1804	B-B	GP18	D/E	EMD	1962	

(Continued on Page 10)

## MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS - PART II (Continued from Page 9)

ROAD NUMBER	TYPE	MODEL CLASS	POWER	BUILDER	YEAR	FORMER OWNER
<u>NEW YORK, SUSQUEHANNA &amp; WESTERN RAILWAY (NYSW), Little Ferry, NJ (Continued)</u>						
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	1067	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
3618	C-C	SD45	D/E	EMD	1971	BN 6500
3620	C-C	SD45	D/E	EMD	1971	BN 6503
3622	C-C	SD45	D/E	EMD	1971	BN 6509
3624	C-C	SD45	D/E	EMD	1971	BN 6513
3626	C-C	SD45	D/E	EMD	1971	BN 6514
3630	C-C	SD45	D/E	EMD	1971	BN 6521
3632	C-C	SD45	D/E	EMD	1971	BN 6525
3634	C-C	SD45	D/E	EMD	1971	BN 6542
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	
4039	0-6-0		Steam	Alco	1942	VBR 5
6366	C-C	SD45	D/E	EMD	1970	BN 6489
6515	C-C	SD45	D/E	EMD	1971	BN 6515
<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, Utica, NY and Kenilworth, NJ						
<u>Note 3:</u> Owned by private individual.						
<u>NITTANY &amp; BALD EAGLE RAILROAD (NBER), Bellefonte, PA</u>						
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 PA Historical & Museum Commission						
<u>NORTH SHORE RAILROAD (NSHR), Northumberland, PA</u>						
365	B-B	SW8	D/E	EMD	1950	Conrail 8669
442	B-B	SW9	D/E	EMD	1953	Conrail 8983
<u>OCTORARO RAILWAY (OCTR), Kennett Square, PA (Note 1)</u>						
2	B-B	RS2	D/E	Alco	1949	Toledo, Peoria & Western 202
5	B-B	RS2	D/E	Alco	1949	TP&W 205
9	B-B	65-ton	D/E	GE	1941	Black River & Western 7079 (Note 2)
55	B-B	SW1	D/E	EMD	1950	Conrail 8556 (Note 2)
134	B-B	RS3	D/E	Alco	1951	Amtrak 134
341	B-B	GP7R	D/E	EMD	1951	Santa Fe 2202
346	B-B	GP7R	D/E	EMD	1953	Santa Fe 2150
735	B-B	SW1	D/E	EMD	1941	Amtrak 735 (Note 2)
957	B-B	GP20	D/E	EMD	1954	Milwaukee 957 (Note 3)
960	B-B	GP20	D/E	EMD	1954	Milwaukee 960 (Note 3)
4103	B-B	RS3	D/E	Alco	1952	Delaware & Hudson 4103
4118	B-B	RS3	D/E	Alco	1952	D&H 4118
<u>Note 1:</u> Locomotives also based at Montchanin, DE and Lenape, PA						
<u>Note 2:</u> Owned by Anthracite Railway						
<u>Note 3:</u> Stored for lessor (GATX)						
<u>PATAPSCO &amp; BACK RIVERS RAILROAD (PBR), Sparrows Point, MD</u>						
10	B-B	Stug		BLW		P&B 309
12-19	B-B	Stug		BLW		P&B 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

(Continued on Page 11)

## MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS - PART II (Continued from Page 10)

ROAD NUMBER	TYPE	MODEL CLASS	POWER	BUILDER	YEAR	FORMER OWNER
<u>PATAPSCO &amp; BACK RIVERS RAILROAD (PBR) (Continued)</u>						
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	VO1000	D/E	BLW	1943	P&BR 358 (Note)
141	B-B	VO1000	D/E	BLW	1942	P&BR 356 (Note)
142-143	B-B	VO1000	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	VO1000	D/E	BLW	1942	P&BR 351 (Note)
147	B-B	VO1000	D/E	BLW	1943	P&BR 355 (Note)
201-202	B-B	SW1200	D/E	EMD	1957	PB&NE 40, 41

Note: Rebuilt by EMD

<u>PHILADELPHIA, BETHLEHEM &amp; NEW ENGLAND RAILROAD (PBNE), Bethlehem, PA</u>						
9	B-B	Slug		EMD		
10-11	B-B	Slug		BLW		Conemaugh & Black Lick 12, 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	
42-43	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 (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 (Note)</u>						
87	B-B	NW2M	D/E	EMD	1948	Conrail 9187
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

Note: Locomotives also based at Pittston Junction, PA

<u>PORT JERSEY RAILROAD (PJR), Jersey City, NJ</u>						
1197	B-B	SW1200M	D/E	EMD	1963	Missouri Pacific 1197

## ABBREVIATIONS:

D/E - Diesel-electric  
D/M - Diesel-mechanical  
G/E - Gas-electric  
G/M - Gas-mechanical  
Elec - Electric  
\* - Non-common carrier

ABB - Asea Brown Boveri  
Alco - American Locomotive Company/Alco Products, Inc.  
BLH - Baldwin-Lima-Hamilton Corp.  
BLW - Baldwin Locomotive Works  
EMC - Electro-Motive Corp.  
EMD - Electro-Motive Division, General Motors Corp.  
GE - General Electric Company  
GMD - General Motors Diesel, Ltd. (Canada)

## ON THE SCENE (Continued from Page 4)

The program was completed in 1937 with combine 408 (later of Iron Horse Ramble fame), coach-smokers 1392 and 1398 and coaches 1525-1526, 1534-1535, 1538, 1545 and reclining seat coaches 1546, 1548 and 1549 getting the treatment. Jersey Central, meanwhile, added reclining-seat coaches 1182 and 1183 (for New York-Williamsport service) and coaches 1184-1185. With the completion of these programs and the installation of the then-new Crusader in December of that year, RDG and CNJ were content to let things stand pat and the vast majority of their cars would serve out their days as "hot" cars. Only the addition of 12 2000-series coaches remodeled by the Reading in 1948 and 1949 would see air-conditioning.

Many of the above cars were later extensively remodeled again during the late 1940's, receiving two-tone green paint and skirts over the trucks.

The most impressive rebuilding of Pennsy P70's during the 1937-1942 period was the conversion of nine coaches into round-end observations and two others into lounge cars. The first two cars, 1120-1121, had narrow windows and were assigned to the Trail Blazer for that train's introduction. In 1940, cars 1122-1125 were converted, with wide windows. Although these were intended for a stillborn Pittsburgh-New York train (the Steel King), the cars were assigned to the Jeffersonian when that train debuted in 1940. The fourth car went on the Red Bird, a Chicago-Detroit train which ran opposite a Wabash consist on a joint operation via Fort Wayne.

Car 1126, meanwhile, was a streamlined car built in 1940 by Budd for the new South Wind. The 1127 and 1128 were the mid-train lounges rebuilt in 1941, with their first assignment being the East Wind, in the distinctive yellow and grey livery of that train. Finally, three more cars arrived in 1942 (1129-1131) as backup cars.

The Pennsy, however, was not one to provide much lounge space for its coach passengers, but the flagship Trail Blazer and Jeffersonian offered both baggage-dorm-lounges on the head end, twin unit diners and the above-mentioned cafe-observations. The trains were assigned P70KR coaches, the most deluxe P70 class, seating 56 passengers.

Postwar, five new trainsets were built at Altoona for these trains, including tapered square-end observations 1132-1136. The older cars were assigned to other trains for a while, including a Chicago-Cincinnati run and a Pittsburgh-Philadelphia train. The 1127-1128 ran Pittsburgh-New York on the Juniata, I believe. In 1952-53, the 1123 and 1125 were rebuilt as mid-train lounges. They joined the 1127, eventually, in commuter bar service and were the last of their class to survive.

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