



CINDERS

OCTOBER 1991



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Volume 52 Newsletter of the Number 9
PHILADELPHIA CHAPTER
 National Railway Historical Society Inc.
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PHILADELPHIA CHAPTER, NRHS, Inc.
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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, 1020 Locust Street, Philadelphia, PA. Dinner at 6:15 PM (\$18.00 per person), cash bar 5:30 PM, Meeting 7:45 PM.

ANNUAL MEMBERSHIP DUES: \$25.00 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 National Railway Historical Society is required 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.

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

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

OUR MEETING:

FRIDAY EVENING, OCTOBER 18, 1991
 Eakins Lounge, Alumni Hall, Thomas Jefferson University,
 1020 Locust Street, Philadelphia, PA (three blocks
 south of Market East station)
 Dinner at 6:15 PM (\$18 per person); Meeting at 7:45 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 Friday, October 18 meeting will feature another in our long-running series of professional film nights, with three titles coming from the NRHS Harry P. Dodge Memorial Film Library.

The first film, CLEAR TRACK AHEAD, is a 1946 Pennsylvania Railroad production, black and white, covering the history of the PRR, and runs 26 minutes. YOUR TRACK TO PROFIT, a 15-minute color and sound film produced by the Reading Company in the 1960's promotes the railroad's freight service. Finally, LOVE THOSE TRAINS, the excellent one-hour production from the National Geographic Society dating from 1984, will finish out an excellent evening of film entertainment.

Our usual sit-down dinner will be served 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, OCTOBER 15, 1991, to National Director Frank Tatnall at 215-828-0706. Please adhere to this strict reservation deadline. We ask that you specify when ordering if you desire a fish dinner. There will be a cash bar beginning at 5:30 PM. PLEASE NOTE THAT THE ALUMNI BUILDING IS "SMOKE FREE", AND THERE IS NO SMOKING!

The Chapter's bookstore will be on hand for this meeting, with a wide selection of publications available for members to purchase.

THREE CHAPTER MEMBERS TO RECEIVE NRHS 50-YEAR PINS

Three members of Philadelphia Chapter are celebrating a half-century of continuous service to NRHS this year, making them eligible to receive the NRHS gold 50-year pin. They are Charles L. Pague of Shippensburg, PA; Bradford G. Phillips of Menlo Park, CA; and Jack J. Steelman of Philadelphia.

The Chapter congratulates these longtime members on their significant accomplishment.



Amtrak's fall schedule changes in our area will be of an evolutionary nature, limited basically to some fine-tuning of present operations.

The experiment which brought Metroliner Service to the likes of Downtown will come to an end. The train, #201, will instead provide an earlier departure from New York (5:30 AM). Because a Metroliner set will no longer be required to lay over each night in Philadelphia, train 227 will be discontinued (Monday-Thursday) between New York and Philadelphia and Sunday evening train 157 from Boston to Philadelphia will be cut back to operate Boston-New York. Boston-Washington train 173 will operate one hour later, swapping time slots with New York-Washington train 185 (which is renamed from Wall Street to Washingtonian). A new midday weekday "clocker" round trip will be added, leaving New York at 12:05 PM and return leaving Philadelphia at 2:15 PM.

Atlantic City service will be reduced to the four "through" trains, although some of those will be rescheduled. Train 693 from Harrisburg will leave Philadelphia for Atlantic City at 10:15 AM daily, and train 663 from Richmond will stop at 30th Street at 10:53 AM daily. On Saturdays, train 661 from Washington will stop at 11:50 AM, and train 685 will originate at Philadelphia at 5:28 PM, filling in for train 665 from Washington, which operates at the same time except Saturdays. Shifting to Atlantic City, Amtrak departures from the shore resort will be at 2:05 PM, with train 662 to Washington except Saturday and train 682 to Philadelphia Saturday only. Other departures will be at 6:17 PM, with train 696 to Harrisburg, 7:15 PM on train 664 to Richmond and the last departure at 12:12 AM, train 666 to Washington on Saturdays only. The through train from Springfield to Atlantic City, which reverses direction at Frankford Junction, arrives at the shore at 12:48 PM, and leaves at 7:40 PM to return to the New England city.

In other changes in schedules serving Philadelphia, New York-Harrisburg service will see train 643 discontinued on Saturday, and the later train 645 will take its place. The Montrealer, train 61 southbound, will operate 15 minutes earlier, carding stops at Metropark and Princeton Junction. The Montrealer will also add a stop at Willimantic, CT. The Silver Star will operate about 40 minutes later southbound and one hour later northbound, with Silver Meteor about an hour later in each direction. The westbound Broadway Limited will leave New York about 30 minutes later, spending less time in Philadelphia.

Advance planning is underway, once again, for Thanksgiving holiday crowds in the Corridor, and, as in recent years, extra trains will operate, carrying four-digit numbers incorporating the number of its "parent" train.

In motive power news, Amtrak's former GO Transit GP40TC's are still in Beech Grove for overhauls, although 194, 198 and 199 are out and the last two have been seen numerous times in the Philadelphia area. On Sunday, September 29, #198 was leading train 40, the Broadway Limited, east from Harrisburg. Only six of the big GE P30CH locomotives now remain in service, running out their days on the Sunset. The last four leased GP40 units should have entered service by the time you read this.

Amtrak's only trainline-equipped "half club" remains the 48125, scheduled for eventual conversion to club-dinette 48156. The two most heavily damaged Amfleet II coaches from the Silver Star derailment at Lugoff, SC, 25059 and 26002, will be retired. They will join Amfleet II coach 25080 in being written off.

VIA Rail Canada continues to acquire some former American stainless steel cars as it converts to a head-end power fleet. SEPTA Rail near Montreal is performing some of this rebuilding work. Their initial contract includes some 15 coaches, one dome-buffet-lounge and six baggage cars, and work will require swapping of the trucks for more modern versions from stored Canadian-built cars. The coaches include some former New York Central Budd-built cars, and the baggage cars are some Budd-built former Union Pacific cars acquired by VIA from UP, who removed them from work service.

It's hard to believe, but 35 years have passed since the Pennsylvania Railroad introduced the Keystone, its foray into the lightweight train fad which was sweeping the country. The PRR had been operating one of the two General Motors Aerotrains between New York (and later, Philadelphia) and Pittsburgh, but the ride was not wholly acceptable and the train was incompatible with any other type of car.

The railroad went to the Budd Company for a trainset consisting of seven coaches and a kitchen-power car which would be named the Keystone. Pennsy always referred to the cars as "tubular designed" because the lowered center sections precluded the use of a conventional underframe. Trains Magazine dubbed it the "Ankle View Train", which was true when the train's windows were at that level of a high-level platform.

THE NHSL SHOP - NO STRANGER TO CHALLENGES

by Paul Manton

With the closing of 1990, the end of an era occurred on the Norristown High Speed Line with the retirement of the last remaining cars of our Brill fleet. Those venerable veterans of the rails have served faithfully the people of Philadelphia, Delaware and Montgomery counties for nearly six decades, plying their route between Norristown and the 69th Street Terminal.



The 200-type cars in particular were among the most unique rapid transit vehicles ever constructed, with their aerodynamic shape and art deco design. The cars began their life in the erecting halls of the J. G. Brill Company of Philadelphia, once the "General Motors" of trolley car builders, just a few blocks away from where now stands SEPTA's Woodland Heavy Maintenance Facility.

When Mr. Brill produced these cars in 1931, under the direction of former Philadelphia & Western President Dr. Thomas Conway, Jr., could he have realized that his legacy would stretch nearly to the end of the 20th Century? It is true that the Bullets were considered ahead of their time when they first began serving the riding public, because in 1931 anything that moved along at nearly 80 mph must have been beyond comprehension. But, until 1991, they were the last new cars ever delivered to the P&W.

The primary reason that the Brills lasted as long as they did is because there has always been a crackerjack maintenance staff on hand at the P&W carhouse down through the years. These men are all the best in their fields. Why, long after Brill ceased production and closed its doors, our mechanics have been able to keep the cars running through ingenuity and hard work. The coal-fired forge in our shop bears mute testimony to this fact. Many a bearing poured, many a part fabricated for that one repair job, that one rebuild, that one modification. When parts for our cars became unavailable, our men used their heads to create, invent or apply whatever talent they had to do the job right.

Our senior mechanic, Mr. Emedio Rosa, has worked here since 1947 and has NEVER worked on a new car! His career spans from a time when our line ran all the way through to Allentown, and once-an-hour express Limiteds using luxury interurbans was the norm.

Keeping with this tradition of dedication and hard work, today's Route 100 maintenance staff has to be one of the most versatile and adaptable in all of SEPTA. After a series of failures, breakdowns and accidents in the mid-1980's, our fleet was beginning to spread rather thin. Replacement cars were needed in a hurry. That's when a deal was made with the Chicago Transit Authority to acquire seven married pairs of the 6000-series elevated cars—to take up the slack until our new cars arrived in "a year or two".

Well, that "year or two" is now going on six years, and we have only this year received the prototype of the new N5 cars. Once again, our men have shown a willingness to adapt, to learn and perform with a different type of vehicle than what they were accustomed to. While we all wait for the N5 production cars, we have transformed these CTA cars from rush-hour-only expresses to the mainstay of our operation. When the CTA's arrived on the property, they were literally junk—battle-damaged, war-weary veterans, already well past the end of their service lives. But our men harkened to the task, were sent to various schools and learned all they could about the cars until all of us are now quite proficient with this car's technology.

So, we advanced from the 1930's to the 1950's. The next phase of our rapid transit technology came in 1990 when we "borrowed" five 600-series Market-Frankford cars from across the street to replace the few remaining Brills, which were retired last year. The men were again rotated through a series of training schools for these cars, bringing us forward another ten years into the 1960's. The Budd cars now operate in regular service, on standard-gauge trucks, along with their CTA cousins to "keep up service" until the new cars arrive.

Finally, this behemoth from the future arrived at our doorstep. But do we feel intimidated by the presence of this latest technological marvel? Not on your life! For who else is better suited to working with various types of rail equipment than the men and women of the P&W carhouse?

EDITOR'S NOTE: Chapter Member Paul Manton is an employee at SEPTA's Norristown High Speed Line shop in Upper Darby. The above article is reprinted from the June 1991 edition of The Suburban Star, published by the Suburban Operations Division of SEPTA.

ON THE SCENE (Continued from Page 2)

Two coaches, #9601 and 9602, were equipped with a lounge area on the upper level for eating meals cooked in the power kitchen car, #9600. The latter car had two diesel generators and meal preparation facilities. Although the cars had trainlines, the technology represented a pioneering step toward today's HEP. The cars could and usually did operate with conventional cars, both light- and heavyweight. The cars originally made two daily round trips New York-Washington, starting south as the Midnight Keystone, returning as the Morning Keystone, then another trip south as the Afternoon Keystone, returning to New York as the Evening Keystone. Later, the assignment was eased to schedule the equipment to overnight at Philadelphia, with a New York-Washington round trip during the day, the southbound being on the Crescent. The only constraint was that the power car had to be on the end of the train so that passengers could walk through the entire consist.

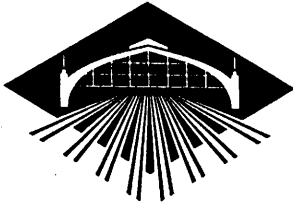
By the time Penn Central came along, the train was rather shabby, and was apparently pulled from service in 1969. It was sold to and never used by Amtrak, later going to Michigan, winding up on a tourist line.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

Reading Terminal's trainshed--or rather an artist's impression of it--has resurfaced in the newly-designed logo for the Pennsylvania Convention Center (see cut). Scheduled to open in 1993, the \$523-million center will use the refurbished trainshed as its grand entrance.....Sun Company said last month that it will close its corporate headquarters in Radnor and move back to Philadelphia, where some 1,200 employees already work in the Ten and 11 Penn Center office buildings near Suburban Station. Cost-cutting by the energy giant inspired this unusual corporate migration from the suburbs to center city.



SEPTA successfully operated two days of excursions out of Lansdale over the weekend of September 21-22. A special train consisting of ex-Reading GP30 #5513, READING, BLUE MOUNTAIN & NORTHERN U30B #3300, T-1 steam locomotive #2102 (running backwards) and 13 BLUE MOUNTAIN & READING passenger cars deadheaded from Temple, PA to Philadelphia on the afternoon of September 20 via CONRAIL's former Reading mainline. It then continued on to Lansdale for the night. Chapter Members Vince Jakubowski and John Ciavatta served as SEPTA engineer-pilot and conductor-pilot respectively during the entire operation, and Member Rich Bernhardt of AMTRAK worked on board the specials.

On Saturday a 12-car train ran four round-trips to Telford and return on the ten-miles-per-hour Bethlehem running track, with 5513 on the north end and 3300--painted in the later Reading-style green and yellow--on the south end. Sunday saw 2102 thundering down the SEPTA Mainline to Glenside on trip #1, but delays caused the next run to be turned back at Ambler and the last two trips at Oreland. In each case 5513 was coupled to the rear of the train to pull it back to Lansdale. Because of weight restrictions on a temporary bridge near Fellwick, the southbound trains had to be crossed over to the #2 northbound track between Ambler and Oreland. The Sunday trips were well-patronized (two appeared to be sellouts), capping a successful fund-raising and publicity effort by the sponsoring North Penn United Way Campaign.

SEPTA hopes to open its new Fern Rock Transportation Center with the timetable change on October 27. The station was built as a transfer point for "Reading-side" commuters to interchange with the Broad Street subway during the RailWorks construction beginning next April.....SEPTA last month received a \$52.5-million Federal grant to help pay for the two-year, \$353-million RailWorks program in North Philadelphia. Another grant of \$15 million will help fund SEPTA's proposed Overbrook Maintenance Facility, which is to replace Paoli shop. SEPTA has been sprucing up the concourses at Suburban and Market East Stations with new maps, graphics and route signs, presumably to assist those unfamiliar with the stations' geography.....SEPTA has begun a "Stash Your Trash" anti-littering campaign on the Railroad Division, in which passengers are asked to remove their debris from the trains.

Philadelphia's Department of Public Property has signed off on SEPTA's proposal to sell 19 of the retired Reading Blueliners, now stored at Frazer yard. Expect a bid package soon.....The Daily News reports that Penn Central Corp. may be liable for cost recovery claims in the hazardous waste cleanup of Paoli yard. The U.S. government, SEPTA and CONRAIL secured that opinion from a Federal appeals court, which reinstated claims filed against Penn Central as operator of the yard prior to April 1, 1976.....On September 9 SEPTA discontinued its Elwyn-West Chester shuttle bus service. Most stations on the unused rail line are now served by new bus routes 117 and 119.....A 44-year-old Aldan woman was struck and killed by SEPTA R3 express train #9332 on the morning of September 20, as she walked around a track fence at the Clifton-Aldan station.....On September 6 a pantograph snagged the overhead wire on the plug track at Lansdale station, disrupting morning service on the Doylestown Line.....SEPTA is budgeting \$5 million for installation of "black box" event recorders on locomotives, MU's and control cars. The Federal Railroad Administration last June issued a Notice of Proposed Rulemaking to require such devices on all railroads.

As Fiscal Year 1992 began on October 1, Congress was still dickering over its controversial five-year reauthorization of surface transportation programs. It seems clear, however, that the drive for a nickel-per-gallon increase in the Federal gasoline tax is going nowhere, in spite of the need for more revenue to improve the nation's highway and transit systems.



Four additional members have been named to the SEPTA board under the terms of the legislation which created a dedicated funding base for SEPTA (see September Cinders). Among them are State Representative Lois Hagerty of Montgomery County, who was named by the House Republican leader; Representative Gordon Linton of Philadelphia, named by the House Democratic leader; Center City Attorney James Schwartzman, appointed by Senate Democrats; and Senator J. Doyle Corman of Centre County, the designee of Senate Republicans. Senator Corman, however, has been disqualified because he does not live in the five-county SEPTA region as required by the law.....Well-known Lawyer Frank W. Jenkins has been replaced as a SEPTA board member from Montgomery County by Stewart R. Cades of Bala-Cynwyd. Jenkins, a 14-year member of the board, may have been removed by the Republican Commissioners of Montgomery County because he supported an opposition slate in the recent primary election, the Inquirer reported. Board appointments are for five-year terms.

(Continued on Page 5)

PHILADELPHIA EXPRESS (Continued from Page 4)

SEPTA has hired an inspector general to set up an internal investigations department to uncover waste and fraud within the Authority. Named to the \$75,000-per-year post last month was Leon G. Wigrizer, 63, who came to SEPTA after serving as head of the City's Department of Licenses & Inspections.....Erich Vogel has resigned as SEPTA's chief rail equipment officer in the Operations Support Division.....Former SEPTA official John J. Haley, Jr. has been selected as general manager of Boston's MBTA. Haley, who worked at SEPTA from 1982 through 1987, later held management positions at CHICAGO TRANSIT AUTHORITY and at BAY AREA RAPID TRANSIT, where he was deputy general manager under Frank Wilson, another former SEPTA officer.

Those 19 PCC trolleys which SEPTA sold to the SAN FRANCISCO MUNICIPAL RAILWAY this summer are still in Philadelphia, awaiting Muni's selection of a contractor to rebuild the cars.....Thirty-five transit officials from Stuttgart, Germany visited Philadelphia on September 19-20 to tour SEPTA's light rail operations. They visited shops and rode Kawasaki trolleys on subway-surface and suburban routes, but did not see the prototype N5 car on the Norristown High Speed Line because it was unavailable.....Testing of N5 car #451 continues--mostly at night--with some problems unresolved. No date for a start of revenue service has been set.About 20 delegates from the annual convention of the Association of Railway Museums were in Philadelphia on September 30. They rode SEPTA's three-car historic train on the Broad Street subway as well as a chartered PCC on Route 56-Erie Avenue, and visited the PENN'S LANDING TROLLEY.

Legislation requiring random drug and alcohol testing of mass transit workers is getting new attention in Congress, as a result of the deadly subway derailment in New York on August 28. The operator of the subway train allegedly was drunk at the time of the accident, which was caused by excessive speed at an interlocking switch.....At the end of September, Route 11 trolleys were still being detoured between 49th Street and Island Avenue because of a deteriorated bridge carrying Woodland Avenue over CSX tracks near 60th Street. Shuttle buses were being run on Woodland.....Several other bridges carrying SEPTA trolley routes are also structurally deficient, including Lindbergh Blvd. at 54th (Route 36), Girard Avenue at the Expressway (Route 15) and Chester Avenue at 49th (Route 13). A new bridge over AMTRAK at Girard & Belmont Avenues is under construction, with rails for trolley Route 15 to be installed beginning next April.

SEPTA has completed replacement of the deck on the eastbound Frankford elevated bridges over Lehigh Avenue and CONRAIL, and new concrete is being poured on the westbound bridges and through Huntingdon station. The bridge project is to be finished and regular two-track service restored by the end of November, but the work requires weekend bus substitution in early October between Bridge-Pratt and Spring Garden stations.....BVRTA operated a successful excursion on September 8 with the three historic Broad Street subway cars, #1, 166 and 1025. The Daily News gave the event full-page coverage in its September 6 edition with an article entitled "Yesterday's track stars".....The Daily News and SEPTA are running a "transit trivia" contest, with prizes of weekly and monthly passes, DayPasses and SEPTA maps. The questions are tough, but the answers are provided elsewhere in each issue of the paper.

Route 23-Germantown Avenue-11th and 12th will return to trolley service on October 27. It was bused during the summer and early fall for track construction in Germantown.....SEPTA is operating four "Eagles Express" trains on the Broad Street subway to Pattison station for each Sunday home game of the Eagles at Veterans Stadium.....A SEPTA police officer and two former SEPTA officers were convicted of assault last month in Common Pleas Court for the unprovoked beating of a man in the Suburban Station concourse in April 1990. After the incident one officer was fired, one resigned and the other was reinstated at a lower rank after a five-month suspension.....A 41-year-old West Philadelphia man was killed September 6 when he apparently jumped in front of a Broad Street subway train at the Hunting Park station.....SEPTA has produced an eight-minute training video entitled "Route to Excellence," in which 20 top-ranked bus operators give demonstrations and tips on how to handle various real-life problems.



future GE units, which AMTRAK is designating AMD103DC and AMD103DC-DP, will feature streamstyled bodies and, in preliminary drawings, a more conservative paint scheme.

AMTRAK has come up with a radical new paint scheme for the 20 B32-8WH locomotives that General Electric will deliver by December. It's hard to describe, but for a look at it check out pages 16-17 of the November Trains Magazine. It was conceived by NRHS Member Blair Slaughter, who works as senior designer in Amtrak's Office of Engineering at 30th Street Station. It was one of some 100 schemes considered for the locomotives, which will be numbered 500-519. Thirty-two



AMTRAK'S KEYSTONE CLASSIC CLUB

pleted on an image revamp for the Henderson, which though leased from a private owner has been assigned car #6000. The present epicurean service commands a surcharge of \$195 per one-way trip, in addition to the regular Amtrak rail fare. Incidentally, because of security problems at New York's Sunnyside yard, the Henderson is stored in Philadelphia during its off days.

AMTRAK's Keystone Classic Club service has proven to be everything its advertising claims it is. This judgment is the result of personal experience--a round-trip in September to Pittsburgh and return aboard the J. Pinckney Henderson accompanied by Members Dick Barben, Les Dean and George Weiss. As described in last month's Cinders, the luxury car makes two round-trips weekly on the Pennsylvanian between New York and Pittsburgh. Amtrak reportedly will extend the current six-month trial period to a full year, but could shift the car to another route. Design work has been com-

PHILADELPHIA EXPRESS (Continued from Page 5)

The U.S. Senate last month approved a transportation appropriations bill for Fiscal Year 1992 that includes \$331 million for AMTRAK operations, capital funding of \$180 million and \$260 million for Northeast Corridor projects--mostly for electrification in New England. The levels of capital and Corridor funding are the highest in a decade. The House had earlier passed its own transportation bill calling for Amtrak operating support of \$328.9 million, capital funding of \$175 million and Corridor spending of only \$36 million. A conference committee will iron out the differences. Because no final action was taken before the start of FY 1992 on October 1, Congress passed a stopgap appropriations measure and the President signed it, extending the present law for 30 days (NARP).

AMTRAK has reached agreement with two more of its employee groups, the yardmasters and stationmasters represented by United Transportation Union and workers belonging to the Brotherhood of Railroad Signalmen. This means that nearly 40 percent of Amtrak's union employees are covered by new wage settlements (Amtrak Newsbreak).....American European Express will operate its "Royal Floridian" service between New York and Florida beginning November 19 and extending through next March 18 (Bull Sheet).....AMTRAK's "Executive Sleeper" service between New York and Washington was named one of the "20 best rail rides in the world" by International Railway Traveler Magazine in its May/June 1991 issue (Newsbreak).....Railfone telephone service is now available on 34 food service cars used on 43 conventional Northeast Corridor trains, in addition to the previously-equipped Metroliner trains and the New York-Boston New England Express. Railfone is a credit-card-operated public telephone service provided by Amtrak and GTE Railfone, Inc. (Newsbreak).....AMTRAK on-board service personnel will test cellular telephones for 90 days on the Capitol Limited, beginning in mid-September. Bell Atlantic is participating in the trial which, if successful, will be permanently installed on the Capitol and possibly other routes. The phones will supplement normal radio communications (Newsbreak, Wayne Bode).

A press run of the American European Express, pulled by AMTRAK AEM-7 #944, struck and killed two teen-age girls walking along the high-speed tracks just north of Tacony station on September 12. The ten-car train was traveling about 100 mph at the time of the accident, according to an Inquirer report. Corridor service was disrupted for two hours.....AMTRAK on September 3 ran a "Miss America Special" from Philadelphia to Atlantic City for the 50 pageant contestants and their parties.....Conference cab car #9800 is back on the New York-Washington run, but instead of operating head-out has been seen tucked behind the AEM-7 locomotive, as on Metroliner #109 September 27.....Capitoliner control car #809 has been renumbered 9709, but is not yet repainted to match other 9600-series cars.

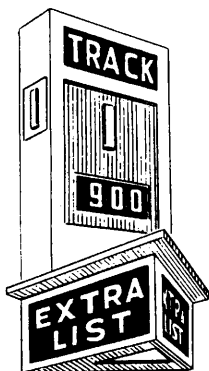
AMTRAK handled 134 different privately-owned cars last year (Private Varnish).....Delta Air Lines took over the former Pan Am shuttle service on September 1, offering more potent competition for AMTRAK in the Northeast Corridor.....NARP News reports that the House Appropriations Committee recently expressed its alarm at the rapidly escalating rate of complaints received by AMTRAK from the traveling public--up 40 percent in one year. "Amtrak is not likely to improve revenues significantly if it continues to disenchant its customers at an increasing rate," a Congressional report said. "The Committee expects to see some improvement in these statistics during the coming year" (NARP).....AMTRAK reports that its reservation sales officers handled 3.2 million calls during July, up 3.1 percent from July 1990. Sales revenues, based on the value of reservations booked, rose 14.3 percent to \$83.7 million in the same period. About one in eight calls was converted into a reservation (Newsbreak).



CONRAIL brought its executive fleet out of storage and operated a series of office car specials during September and early October. These included a tour for shortline managers on September 5 from Philadelphia to Harrisburg and Perryville, MD, then back to Philadelphia, using a ten-car train with two borrowed Amfleet cars for additional capacity. (The Inquirer featured an article on this trip--complete with photo--in its September 11 edition, mentioning also the full day of shortline seminars which preceded the tour.) The following week there were several runs with an 11-car train of Conrail equipment including all three E8A locomotives--4020, 4021 and 4022. The special was parked at 30th Street Station over the weekend of September 14-15, and another OCS did the same on October 5-6. The latter train had all four of CR's full office cars still active--#1, 3, 4 and 100. There are no plans to change the current dark-green paint scheme.

In a long editorial published on October 4, the Inquirer blasted CONRAIL for its decision to shut down its coal exporting facility at Pier 124, South Philadelphia. The pier is to be closed in November, with its remaining anthracite traffic diverted to Baltimore--a decision that Conrail insists is based solely on economics.....The last five of this year's order for 50 General Electric C40-8W widenose locomotives, #6145-6149, were delivered to CONRAIL in late August. They are equipped with electronic display terminals which replace the usual array of gauges for air pressure, speed, etc.....WILMINGTON & WESTERN's ex-Pennsy doodlebug #4662 deadheaded under its own power from Wilmington to Harrington, DE and return via CONRAIL on September 14.....CONRAIL has prohibited the movement of rail passenger or transit cars in regular freight trains, following a series of derailments. Now such cars must move in special train service.

CONRAIL's Inside Track employee magazine featured in its spring issue an article about Rail Artist Grif Teller, noted for his Pennsylvania Railroad calendar pictures. The article, entitled "The man who painted history," was authored by Harrisburg Chapter Member Dan Cupper who is also writing a book on Teller's work....CSX locomotives--including some of its brand-new widenose CW40-8 units--have been spotted running through to North Jersey on the Tropicana orange juice train and other joint CSX-CONRAIL trains (Jersey Central News).



OCTOBER 19, 1991: "Autumn Glory Special" from Baltimore to Brunswick, MD, Harpers Ferry and Martinsburg, WV and return via CSX freight-only Old Main Line Subdivision, sponsored by B&O Railroad Museum. MARC equipment will be used. Train leaves Riverside yard off Fort Avenue, near exit #55 of I-95 in South Baltimore, at 8 AM, returning at 6:30 PM. Secure parking available. Fares: \$48 adults, \$40 children. Order tickets from: B&O Railroad Museum Excursions, 901 West Pratt Street, Baltimore, MD 21223-2699, making checks payable to "B&O Railroad Museum." For telephone orders, call 301-752-2393.

OCTOBER 19: Autumn foliage excursion via Amtrak from Harrisburg, Lancaster and Paoli to Old Saybrook and Mystic, CT and return, sponsored by Lancaster Chapter NRHS. Special train leaves Harrisburg 5 AM, Lancaster 6:30 AM and Paoli 7:15 AM, returning to Paoli 11:05 PM, Lancaster 12:25 AM and Harrisburg 12:50 AM. Fare: \$98 per person. Additional attractions are a ride on steam-powered Valley Railroad from Old Saybrook or visit to Mystic Seaport (price of each is \$13 per person). Order tickets from: Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566. For information, telephone 717-786-4932.

OCTOBER 20: NJ Transit excursion from Dover, Morristown, Summit and Newark, NJ to Port Jervis, NY and return, featuring Erie-painted E8 units #834 and 835, sponsored by Tri-State Chapter NRHS. Train of NJT Comet cars leaves Dover 8:15 AM, Morristown 8:30, Summit 8:45 and Newark (former Lackawanna station) 9:05, arriving Port Jervis 12:30 PM. Train leaves Port Jervis 3 PM, arriving Dover 6 PM. Fares: \$39 adults from Dover, Morristown and Summit, \$37 from Newark, children (5-12) \$19, box lunch \$6. Order tickets from: Tri-State Railway Historical Society, P. O. Box 1217, Morristown, NJ 07962, or telephone 201-488-5429 for VISA and MasterCard orders or further information.

OCTOBER 26: Steam excursion on Reading, Blue Mountain & Northern Railroad from West Leesport to Pottsville, PA and return, using ex-Reading 4-8-4 #2102. Fares: \$26 adults, \$6 children (12 and under). Order tickets from: Blue Mountain & Reading Railroad, P. O. Box 425, Hamburg, PA 19526, or order by telephone by calling 800-345-7215.

OCTOBER 27: Charter bus trip to Jim Thorpe, PA for fall foliage excursion operated by Rail Tours on ex-Jersey Central Branch to Haucks, PA. Bus leaves PATCO station, Haddonfield, NJ at 9 AM, SEPTA station at Lansdale, PA 10:15 AM, arriving Jim Thorpe 12 Noon. Returning, bus leaves Jim Thorpe 4 PM, arrives Lansdale 6 PM and Haddonfield 7 PM. Fares (including bus and rail accommodations): \$25 adults, children (3-11) \$19. Make reservations by sending check to: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.

NOVEMBER 2: "The Schuylkill" excursion from 30th Street Station, Philadelphia to Pottsville, PA and return, sponsored by Reading Company Technical & Historical Society. Amtrak diesel-powered special will leave at 8 AM, operating via Conrail's Harrisburg Line to Reading, thence to the Reading, Blue Mountain & Northern. Passengers will transfer to train of open-window cars pulled by ex-Reading steam locomotive #2102, with photo runby at Port Clinton. Amtrak train returns to 30th Street about 6:30 PM. Fares: \$95 adults, \$80 children. Order tickets from: RCT&HS, P. O. Box 15143, Reading, PA 19612-5143, enclosing stamped, self-addressed envelope. Seats are unreserved.

NOVEMBER 2: Photographers' Special on Western Maryland Scenic Railway, sponsored by Hawk Mountain and Jersey Central Chapters NRHS. Special train with Western Maryland-style FPA4 #305 will depart WM station, Cumberland, MD at 9 AM for Frostburg, returning about 12 Noon. Multiple photo stops and runbys will be featured. Fare: \$20 per person (\$30 including regular afternoon run to Frostburg). Night photo session open to all ticket-holders. Order tickets from: Railroad Trip, Hawk Mountain Chapter NRHS, P. O. Box 38, Walnutport, PA 18088, making check payable to "Hawk Mountain NRHS" and enclosing stamped, self-addressed envelope.

NOVEMBER 9: The Railroad Museum of Pennsylvania at Strasburg will host a special program to mark the 100th anniversary of the Heisler geared locomotive. Beginning at 2 PM, Museum Curator Benjamin F. G. Kline will speak on the history of these Pennsylvania-built locomotives, produced from 1891 to 1941. The program will include a visit to a restored Heisler on display in the Museum's Rolling Stock Hall. Regular admission charges apply. For information, telephone 717-687-8628.

NOVEMBER 16: 5th Annual Holiday Railroad Extravaganza, sponsored by Abington Township Police Department, at Abington Junior High School, Susquehanna Road west of Highland Avenue, 9 AM-3 PM. A complete model railroad, toy train and railroadiana show. Admission: \$2 per person, children under 12 free.

NOVEMBER 23: "Downstate Diamond" steam excursion on new Queen Anne's Railroad over the entire 14-mile length of the former Pennsylvania Lewes branch between Georgetown and Lewes, DE, sponsored by Wilmington Chapter NRHS. Mixed freight and passenger train will be hauled by ex-U.S. Navy 0-6-0T #3, leaving Georgetown at 10:30 AM and returning about 4 PM. Several photo runbys are scheduled. Fare: \$40 per person. Order tickets from: Steam Train, c/o Steve Barry, RD #3, Box 414, Elmer, NJ 08318, making checks payable to "Wilmington Chapter NRHS" and enclosing stamped, self-addressed envelope. For information, telephone 609-358-8351.

NOVEMBER 30-DECEMBER 1: Annual Railroadiana & Train Show sponsored by West Jersey Chapter NRHS, at Moorestown Mall, Route 38 and Lenola Road, Moorestown, NJ. Hours: Saturday 10AM-9:30 PM, Sunday 10 AM-6 PM. Free admission. Christmas toy train sales, model railroad displays, educational exhibits and railroadiana sales will be featured. Dealer tables available for \$40 each (both days). For information, contact Herman Lotstein, 21-7 Potters Place, Holland, PA 18966 (telephone 215-968-7630).

DECEMBER 7: "Royal Blue" excursion from Baltimore, MD to Philadelphia (30th Street Station) and return via CSX freight-only Philadelphia Subdivision to Park Junction, Conrail to "Zoo" and SEPTA to 30th Street, sponsored by B&O Museum. Connecting SEPTA train to Market East and the Gallery will be provided. MARC equipment will be used. Train leaves Riverside yard off Fort Avenue, near exit #55 of I-95 in South Baltimore, at 8 AM, arriving Philadelphia at 11:30 AM, departing Philadelphia 3:30 PM and arriving Baltimore at 7:30 PM. Fares: \$48 adults, \$40 children (same price for those wishing to ride one-way). The taxi ride from Amtrak's Baltimore station is about 2-1/2 miles. Order tickets as in first October 19 item above.

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS - PART II

ROAD NUMBER	TYPE	MODEL CLASS	POWER	BUILDER	YEAR	FORMER OWNER
<u>NITTANY & 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)
Note: 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
446	B-B	SW9	D/E	EMD	1953	Conrail 8983
<u>OCTORARO RAILWAY (OCTR), Kennett Square, PA (Note 1)</u>						
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)
103	B-B	RS3	D/E	Alco	1952	Delaware & Hudson 4103
118	B-B	RS3	D/E	Alco	1952	D&H 4118
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)
Note 1: Locomotives also based at Chadds Ford and Lenape, PA						
Note 2: Owned by Anthracite Railway						
<u>PATAPSCO & BACK RIVERS RAILROAD (PBR), Sparrows Point, MD</u>						
10	B-B	Slug		BLW		P&BR 309
12-19	B-B	Slug		BLW		P&BR 307, 339, 306, 302, 336, 343, 340, 359
107-109	B-B	SW1001	D/E	EMD		Not known
112-115	B-B	SW9	D/E	EMD	1951	Not known
116	B-B	SW7	D/E	EMD	1950	Conemaugh & Black Lick 115
117	B-B	SW9	D/E	EMD	1951	Not known
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
<u>PHILADELPHIA, BETHLEHEM & 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	
39	B-B	SW1200	D/E	EMD	1956	
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	
90	B-B	SW1200	D/E	EMD	1957	Not known
201	B-B	SW1200	D/E	EMD		Not known
203	B-B	SW1200	D/E	EMD		Not known
<u>PINE CREEK RAILROAD, * Farmingdale, NJ (3-foot-gauge)</u>						
1	0-4-0	JLA	D/M	Plymouth	1942	Haws Refractories
3	4-4-0T		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

(Continued on Page 9)

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS (Continued from Page 8)

ROAD NUMBER	TYPE	MODEL CLASS	POWER	BUILDER	YEAR	FORMER OWNER
<u>POCONO NORTHEAST RAILWAY (PNER), Exeter, PA (Note)</u>						
77	B-B	SW9	D/E	EMD	1952	Montour 77
87	B-B	NW2M	D/E	EMD	1948	Conrail 9187
601	B-B	SW1	D/E	EMD	1942	Conrail 8408
1751	B-B	GP9	D/E	EMD	1959	Conrail 7242
Note: Locomotive 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
<u>READING, BLUE MOUNTAIN & NORTHERN RAILROAD (RBMN), West Cressona, PA (Note)</u>						
1201	B-B	SW7	D/E	EMD	1951	Sugar Loaf & Hazleton 183
3300-3304	B-B	U33B	D/E	GE	1968	Panther Valley/Carbon & Schuylkill 2895, 2896, Lackawanna Valley 902, 903, PVAL/C&S 2930
Note: Locomotive also based at Tamaqua, PA						
<u>SHAMOKIN VALLEY RAILROAD (SVRR), Shamokin, PA (Note)</u>						
86	B-B	SW7	D/E	EMD	1950	Conrail 8869
Note: Locomotive based at Northumberland, PA						
<u>SHORE FAST LINE RAILROAD (SFLR), Winslow, NJ (Note)</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
Note: Locomotive also based at Cape May Court House, NJ						
<u>SOUTH BRANCH VALLEY RAILROAD (SBVR), Moorefield, WV</u>						
1	B-B	SI	D/E	ATco	1943	U. S. Army 7135
6135	B-B	GP9	D/E	EMD	1956	Chesapeake & Ohio 6135
6240	B-B	GP9	D/E	EMD	1957	C&O 6240
6506	B-B	GP9	D/E	EMD	1956	Baltimore & Ohio 6506
6600	B-B	GP9	D/E	EMD	1955	B&O 6600
6604	B-B	GP9	D/E	EMD	1955	B&O 6604
<u>SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SPTA), Philadelphia, PA (Note)</u>						
50-52	B-B	SW1200	D/E	EMD	1954	Milwaukee 649, 626, 639
55	B-B	80-ton	D/E	GE	1953	Standard Slag LM12
90-91	B-B	GP9	D/E	EMD	1955	Conrail 7019, 7028
2301-2307	B-B	AEM-7**	Elec	EMD	1987	
Note: Locomotives also based at Frazer, PA						
** - Equipped with head-end power (HEP)						
<u>STEAMTOWN NATIONAL HISTORIC SITE, * 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 & 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
73-77	B-B	SW1200	D/E	EMD	1956	Cambria & Indiana 38, 39, 42, 43, 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)
Note 1: Locomotive also based at New Freedom, PA						
Note 2: 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)
Note: Owned by Wayne County (PA) Chamber of Commerce						

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS (Continued from Page 9)

ROAD NUMBER	TYPE	MODEL CLASS	POWER	BUILDER	YEAR	FORMER OWNER
<u>STRASBURG RAIL ROAD (SRC), Strasburg, PA</u>						
1	0-4-0	HL	G/M	Plymouth	1926	
5	B-B	S1	D/E	Alco	1947	American Locomotive 5 (Note 1)
10	Railcar		G/M	Lancaster, Oxford & Southern	1914	Grasse River 12 (Note 2)
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
475	4-8-0		Steam	BLW	1906	Norfolk & Western 475
Note 1: Leased from private individuals						
Note 2: 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
Note: Locomotive also based at Lancaster, PA						
<u>UPPER MERION & 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 & 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>WESTERN MARYLAND SCENIC RAILROAD, * Cumberland, MD</u>						
40	B-B	GP9	D/E	EMD	1955	Chesapeake & Ohio 5940 (Note 1)
199	B-B	RS3	D/E	Alco	1954	Delaware & Hudson 4075 (Note 2)
305	B-B	FPA4	D/E	Montreal	1959	VIA Rail Canada 6771 (Note 2)
1689	C-C	RSD5	D/E	Alco	1954	Chicago & North Western 1689 (Note 2)
6567	B-B	GP9	D/E	EMD	1957	Baltimore & Ohio 6567
Note 1: Owned by City of Cumberland						
Note 2: Locomotives owned and operated by private contractor						
<u>WILMINGTON & WESTERN RAILWAY (WWRC)/WILMINGTON & 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	Pullmn/Brll	1929	PRR 4662
8408	B-B	SW1	D/E	EMD	1940	Baltimore & Ohio 8408

(Continued on Page 11)

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS (Continued from Page 10)

ROAD NUMBER	TYPE	MODEL CLASS	POWER	BUILDER	YEAR	FORMER OWNER
WINCHESTER & WESTERN RAILROAD (WW) (VIRGINIA DIVISION), Gore, VA						
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
709	B-B	GP9	D/E	EMD	1956	Conrail 7090
732	B-B	GP9	D/E	EMD	1955	Conrail 7323
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
3611	B-B	RS11	D/E	Alco	1956	CV 3611
WINCHESTER & WESTERN RAILROAD (WW) (NEW JERSEY DIVISION), Bridgeton, NJ (Note)						
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: Locomotive also based at Millville, NJ						
YORKRAIL (YKR), York, PA						
1500	B-B	CF7	D/E	EMD	1953	Santa Fe 2417 (F7A 275L)
1504	B-B	CF7	D/E	EMD	1951	Santa Fe 2425 (F7A 261L)
1750	B-B	GP9	D/E	EMD	1956	Baltimore & Ohio 6544
1752	B-B	GP9	D/E	EMD	1956	B&O 6537
1754	B-B	GP9	D/E	EMD	1956	B&O 6490
1756	B-B	GP9	D/E	EMD	1956	B&O 6486

SOURCES
American Shortline Railway Guide, edited by Edward A. Lewis
Diesel Locomotive Rosters, compiled by Sy Reich, published by
 Wayner Publications
Extra 2200 South, Doug Cummings, Editor
Railpace Newsmagazine, Tom Nemeth, Editor
Railfan & Railroad, Jim Boyd, Editor
The Short Line, G. M. McDonald, Editor
Trains, J. David Ingles, Editor
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Harrisburg Rail Review, Harrisburg Chapter NRHS, Fred Wertz, Editor
Hostler, Hawk Mountain Chapter NRHS, Kenneth Bealer, Editor
Jersey Central News, Jersey Central Chapter NRHS, Carl Perelman, Editor

Richard O. Adams G. Wayne Laepple Walter Schopp
 Kermit Geary, Jr. John Petko Frank Tatnall

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

The Editor requests that corrections and additions to this listing be directed to his attention.

PHILADELPHIA EXPRESS (Continued from Page 6)

NJ TRANSIT on September 9 began service over its new Waterfront Connection, allowing Newark Division trains to operate directly to Hoboken Terminal. Initially, six Bay Head trains in each direction are using the new route on weekdays. Next year, NJT will begin work on its \$125-million Kearny Connection over which electrified Morris & Essex Line trains will reach New York's Penn Station.....NJT has sent four pairs of rebuilt Arrow III MU cars to the AAR test center near Pueblo, CO to speed up their acceptance tests. Overhauled by ABB Traction at Elmira Heights, NY, the cars are #1338-1339, 1398-1399, 1458-1459 and 1520-1521.....SEPTA has been studying NJT's rebuild program while planning a similar rehab for its Silverliner IV fleet. Installing AC traction motors is an option with SEPTA, though all of the Arrow III cars will get AC motors.

NJ TRANSIT held its 11th annual Hoboken Festival open house on a cloudy October 5, and there was the usual gathering of locomotives, cars and other rail equipment to be admired by the vast throng of visitors. Seemingly, hundreds of vendors choked the concourse and track area of venerable Hoboken Terminal, while cacophonous musical entertainment held forth in the waiting room and the nearby Park Plaza. Six private cars--Erie Lackawanna 2, Duchess Lynn, Georgia 300, Ohio River, The Survivor and Philadelphia-based Pennsylvania 120--moved in a special NJT train the day before directly from 30th Street to Hoboken, and were parked on track #9 for inspection during the Festival. NJT had numerous locomotives and cars on display, AMTRAK was represented with cab-conference car #9800 and a Viewliner sleeper, and CONRAIL appeared with repainted GP38 #7883, a boxcar display and ex-Reading extended-vision caboose #22137 sporting its "Conrail Quality" logo. Erie-painted E8's #834 and 835, along with an ex-Reading RS3 and ex-SUSQUEHANNA S2 switcher, were parked for photos.

Member Richard Reuss's vast railroadiana collection was the subject of a full-page article in the September 9 Daily News, entitled "Cuckoo for the choo-choo." The article described in detail the collection.

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PHILADELPHIA CHAPTER JACKETS MAY NOW BE ORDERED

A high-quality WearGuard flannel-lined nylon jacket with NRHS logo and Philadelphia Chapter identification is now available for purchase. Member Wayne Bode has arranged for these water-repellent, wind-resistant, machine-washable jackets to be ordered during October at a price of \$32 each for sizes XS, S, M, L and XL, and \$36 each for sizes 2XL and 3XL.



The jacket color is royal blue with white lettering and logo, and each garment includes a drawstring waist, snap front, elastic cuffs and two deep pockets.

All jackets must be paid for in advance. Either use the order form attached to the September issue of *Cinders* or mail your check and size preference to: Philadelphia Chapter NRHS Jackets, P. O. Box 7302, Philadelphia, PA 19101-7302

These handsome jackets will make a fine addition to any member's wardrobe, and are an ideal Christmas gift!

PHILADELPHIA EXPRESS (Continued from Page 11)

which resides in the basement of Dick's Wynnewood home.....The *Inquirer* in its "Weekend" section of September 6 carried a three-page directory of 11 nearby tourist railroads. It was headed "The "Choo-choos you can choose".....Ross Rowland's ex-Chesapeake & Ohio 4-8-4 #614 has been moved from storage at Cumberland, MD to the B&O Railroad Museum in Baltimore. But the big locomotive, famed for past excursions, may steam again in mainline service.....Kalmbach's much-touted *Trains Illustrated Magazine* has folded because of poor subscriber and advertiser response.....Three more rebuilt locomotives for VIRGINIA RAILWAY EXPRESS were spotted in CONRAIL's Enola yard in late September. The V02, V03 and V04, rebuilt by Morrison Knudsen at its Mountain Top (PA) plant as model RP39-2C, were enroute to Washington, DC, where they will begin commuter service next year.

CSX TRANSPORTATION last summer reorganized its management structure, eliminating the three independent units (Rail Transport, Distribution Services and Equipment) set up by former CSX Chairman Hays T. Watkins. In their place is a more traditional organization, with an Operations Department headed by Executive Vice President Jerry Davis (onetime operating chief of UNION PACIFIC) and a Sales & Marketing Department headed by EVP A. R. Carpenter. The change is designed to help implement "CSXT 2000," the company's long-range strategic plan, said President Robert Kirk. At the same time, CSXT moved most of its remaining equipment and marketing people from Baltimore to Jacksonville, FL, leaving the former home city of the Baltimore & Ohio as essentially the headquarters of the Baltimore Division.....The board of RICHMOND, FREDERICKSBURG & POTOMAC has approved the sale of the 113-mile railroad to CSX for \$106 million. CSX, which has long held a substantial stock interest in RF&P, will sell its stock to the Virginia Retirement Fund. VRS will retain the RF&P Corporation as a real estate company holding such valuable parcels as the Potomac yard property in Alexandria.

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