

CUNDRERS

September 1991



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Volume 52

Newsletter of the

Number 8

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

OUR MEETING:

FRIDAY EVENING, SEPTEMBER 20, 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, September 20, 1991 will feature a member participation night covering the many rail activities which our members have seen over the summer months. Members are invited to screen a maximum of 20 slides each covering various rail activities they have seen since our meeting in June.

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, SEPTEMBER 17, 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. SPECIAL NOTE: WE HAVE BEEN ASKED BY THOMAS JEFFERSON UNIVERSITY TO ADVISE OUR MEMBERS THAT THE ALUMNI HALL IS A "SMOKE-FREE" FACILITY AND THAT THERE IS NO SMOKING ANYWHERE IN THE BUILDING. THANK YOU.

We urge you to start off our new meeting season by bringing 20 slides to our September 20 meeting.

CHAPTER SETS JIM THORPE EXCURSION FOR OCTOBER 27

Jim Thorpe, PA will be the destination of a tour sponsored by Philadelphia Chapter on Sunday, October 27. The feature event will be a two-hour-plus rail trip from Jim Thorpe to Haucks and return, the last fall foliage excursion of the season operated by Rail Tours, Inc.

Our comfortable, rest-room-equipped motor coach will depart from the PATCO station, Haddonfield, NJ, at 9 AM sharp, picking up passengers at SEPTA's Lansdale, PA station about 10:15 (with connection from R5 train #2568). Free parking is available at both locations. Arrival in Jim Thorpe is scheduled for 12 Noon, allowing time for lunch and a brief walk through historic Jim Thorpe--originally known as Mauch Chunk--before the 1:30 PM train departure.

The rail trip will begin at the turreted ex-Jersey Central station and proceed 16 miles west over the single-track Nesquehoning Branch to Haucks, where the CNJ and Reading once interchanged traffic. The special train will most likely be hauled by rare F3A passenger locomotive #56, owned by Anthracite Railroads Historical Society, and possibly its companion F7B, both painted in blue-and-orange CNJ colors. (Restored ex-Canadian Pacific Ten-Wheeler #1098 may be ready in time.)



Fares including bus and rail charter fees are \$25 for adults and \$19 for children three to 11 years of age. Reservations should be made to: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS" and enclosing stamped, self-addressed envelope (see flyer attached to this issue). Tickets will also be available at the September 20 Chapter meeting in Jefferson Alumni Hall. Questions may be directed to President Michael Burshtin by telephoning him at 609-697-3829 evenings.

This is a fine opportunity to enjoy a uniquely scenic Sunday tour without the hassle of a long drive, while in the company of your fellow Chapter members and friends. Early reservations are advised.

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

CHAPTER OFFICERS:

President.....Michael L. Burshtin
Senior Vice President.....Douglas W. Watts
Vice President & Treasurer.....David L. Kopena
Secretary.....Marie K. Eastwood
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Historian.....Larry DeYoung
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Publications Committee.....Peter M. Senin, Jr.
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Trip Committee.....F. G. Tatnall, Jr.

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 per person), cash bar 5:30 PM, Meeting 7:45 PM.

ANNUAL MEMBERSHIP DUES: \$25 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

NATIONAL DUES INCREASED BY \$2 PER YEAR

The NRHS board of directors, at its August 8 meeting in Huntington, WV, voted to increase the Society's annual membership dues by \$2, raising them from \$12 to \$14 for chapter members and from \$13 to \$15 for associate members. (There is no change in the \$2 spouse rate.)

The action was taken with the overwhelming approval of directors representing more than 100 chapters. In accordance with the will of Philadelphia Chapter as expressed by members at the June meeting, National Director Frank Tatnall cast his vote in favor of the motion.

This will mean that effective with membership renewals this fall, the dues for full membership in Philadelphia Chapter and National will increase from \$23 to \$25. Your Chapter officers hope that, in light of the numerous services provided by both the National organization and the Chapter, this small inflation-related increase will not affect renewals. Dues bills should be in the mail during October.

According to figures released by National last month, Philadelphia Chapter had 433 fully-paid members (not counting Chapter-only members whose national affiliation is through another chapter). This places our Chapter second only to Bluewater Michigan, whose 509 members make it the largest of the 162 chapters in NRHS. As of July 31, the Society reported a total of 16,455 regular and associate members, plus 3,241 spouse members, for a grand total of 19,696.

During the directors meeting, Chapter Member and National Vice President Larry Eastwood distributed copies of the new video/film catalog which he prepared, listing all of the titles maintained by the National for rental to chapters. Member Lynn Burshtin, who is office manager in the national headquarters, also delivered a report to the directors. It was also reported that the last "uncontested" refunds from the 1988 convention had been mailed out in June by the Tri-State Chapter.

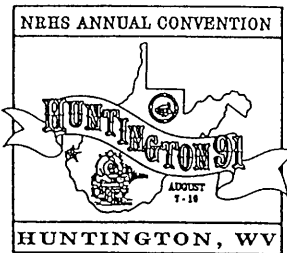
NATIONAL CONVENTION WELL ATTENDED BY CHAPTER MEMBERS

The 1991 national convention at Huntington, WV had no fewer than 26 Chapter members present and registered. Many were seen participating in excursions and other events hosted by the Collis P. Huntington Chapter.

Those spotted were: Brother Hilary Basel, Howard Bender, John Burke, Lynn Burshtin, Eric Dervinis, Sheila Dorr, John Dziobko, Larry Eastwood, Marie Eastwood, Bill Faltenmeyer, Bob Fletcher, Kermit Geary, Jr., Ken Havens, Tom Hook, Gene Kane, Dennis Linsky, Donald Morrison, Harry Myers, Phil Sammis, Frank Tatnall, Charles Van Reed, Bill Wagner, Neil Weinberg, Fred Weisenbach, George Weiss and Roy Zeiher.

In addition, several Philadelphia members were seen chasing the various steam specials, including Dick Adams, Jim Knox, Bob McAnally and Doug Thomas.

In spite of a lateness problem with several of the trips, and a torrential rain before and during the first night photo session, most attendees seemed to enjoy the convention. The City of Huntington went all out--perhaps more so than any previous convention site--to welcome NRHS with banners, posters, special discounts and extensive coverage in the local newspaper and on television.



CHAPTER FP7 LEASED TO READING COMPANY SOCIETY

After extensive negotiations, Philadelphia Chapter has leased a former Reading FP7 diesel-electric locomotive to the Reading Company Technical & Historical Society. The unit, original Reading FP7 #900, is currently stored in the Society's yard at Leesport, PA awaiting restoration. It is a 1950 product of EMD.

This agreement has no effect on the Chapter's ongoing joint effort with the Lancaster Chapter to restore FP7 #903 to operation, along with Lancaster-owned #902. The three FP7's are the last ex-Reading carbody units in existence.

Terms of the agreement with the Reading Society are for a five-year renewable lease on #900, with option to purchase once full cosmetic restoration has been completed. The group also owns a number of former Reading diesel freight locomotives including an EMD GP30, Alco C630, General Electric U30C and several switchers.



SEPTEMBER 13-15, 1991: Steamtown Photographers' Weekend at Scranton, PA. Events include steam excursion to Binghamton, NY and return (tickets \$40 adults and \$15 children 12 and under), leaving Scranton at 10 AM Saturday. Night photo session will be held Saturday evening (fee \$5), and photo runs in the Steamtown yard will be performed Sunday morning. Registration for the weekend is \$5 per person. Reservations may be made by calling the National Park Service at 717-961-2035 (information number is 961-2033).

SEPTEMBER 14: Railroadiana auction at Ridge Fire Company, Route 23, west of Phoenixville, PA, conducted by Auctioneer Ted Maurer. Auction begins at 10 AM. Included in the sale will be a large number of excess hard-cover books and other material from the NRHS Library of American Transportation in Philadelphia.

SEPTEMBER 14: Chartered bus trip to Gettysburg, PA to ride steam-powered excursion on Gettysburg Railroad from Gettysburg to Mt. Holly Springs, PA and return, sponsored by Delaware Valley Chapter NRHS. Bus leaves SEPTA lot, Yardley, PA at 6 AM and Oreland, PA SEPTA station at 6:50 AM. Fares: \$25 for members (\$20 for children under 12 with a member). Order tickets from: Tom Hychalk, 337 Stockham Avenue, Morrisville, PA 19067, making checks payable to "Delaware Valley Chapter NRHS.:"

SEPTEMBER 15: 16th annual Train Meet at National Guard Armory, Lewisburg, PA, sponsored by Central Pennsylvania Chapter NRHS. Hours: 9 AM to 4 PM. Admission: \$2.50 per person (children under 12 free). Tables for vendors available at \$12 each (maximum seven per person). Contact: Jack Hazlinsky, 105 Pawling Lane, Lewisburg, PA 17837 (telephone 717-524-9154).

SEPTEMBER 20-22: 3rd annual National Railway Preservation Symposium sponsored by Railroad Museum of Pennsylvania, Strasburg. The theme will be "Preservation and the Small Museum: Professionalism on a Budget." Registration fee of \$150 per person will include all meals, tours, materials and a train ride. For information, write: Symposium, Railroad Museum of Pennsylvania, P. O. Box 15, Strasburg, PA 17579.

SEPTEMBER 21: "Railroad Festival '91" at Whippany Railroad Museum, Route 10 West & Whippany Road, Whippany, NJ, 11 AM to 4:30 PM. Conrail, Morristown & Erie and NJ Transit equipment displays, "Operation Life-saver" safety program, railroadiana sales, special exhibits and book signing session with Rail Author Bob Pennisi will be featured. Suggested donation: \$1 adults, 75 cents seniors, 50 cents children. For information, telephone 201-887-8177.

SEPTEMBER 21: Diesel excursions from Lansdale to Telford, PA and return via SEPTA Bethlehem branch, using ex-Reading #5308 and/or 5513, sponsored by North Penn United Way. Train consisting of Blue Mountain & Reading coaches will leave Madison parking area in Lansdale at 9:30 AM, 12 Noon, 2:30 and 5 PM. Fares: \$10 adults, \$5 children (12 and under). Order tickets from: North Penn United Way, P. O. Box 1345, Kulpville, PA 19443, indicating specific trip time and enclosing stamped, self-addressed envelope.

SEPTEMBER 22: Steam excursions from Lansdale to Glenside and return via SEPTA Mainline, using ex-Reading #2102, sponsored by North Penn United Way. Train will leave Madison parking area in Lansdale at 9:30 and 11:30 AM, 1:30 and 3:30 PM. Fares: \$10 adults, \$5 children (12 and under). Order tickets as shown in previous item.

SEPTEMBER 22: 6th annual Railroad Show & Collectors Market at Zembo Temple, 3rd & Division Streets, Harrisburg, PA, sponsored by Harrisburg Chapter NRHS. More than 11,000 square feet of railroadiana and model railroad items will be available from 9 AM to 4 PM. Admission: \$3 per person (children under 12 free). For information, contact Harrisburg Chapter NRHS, P. O. Box 3423, Shiremanstown, PA 17011.

SEPTEMBER 28: "Mountaineer Limited III" from Susquehanna Transfer, NJ to Warwick, NY and return via Susquehanna Railway, sponsored by Ontario & Western Chapter NRHS. Diesel-powered train leaves Susquehanna Transfer (adjacent to North Bergen park-and-ride lot off U.S. 1-9) at 8 AM, returning about 5 PM. Fares: \$55 adults, \$30 children (under 12). Box lunch \$7 additional. Order tickets from: Mountaineer Limited Excursion, c/o Richard Schrade, P. O. Box 472, New Hampton, NY 10958, making check payable to "O&WRHS" and enclosing stamped, self-addressed envelope.

SEPTEMBER 28: Steam excursion on Reading, Blue Mountain & Northern Railroad from West Leesport to Schuylkill Haven, PA and return, using ex-Reading #2102. Fares: \$20 adults, \$5 children (12 and under). Order tickets from: Blue Mountain & Reading Railroad, P. O. Box 425, Hamburg, PA 19526, enclosing stamped, self-addressed envelope. For information, telephone 215-562-4083 or 800-345-7215 for ticket orders only.

SEPTEMBER 28: Diesel-powered excursion from Jamaica, Long Island to Poughkeepsie, NY and return via Long Island Rail Road, Amtrak and Metro-North, sponsored by Long Island-Sunrise Trail Chapter NRHS. Train leaves Jamaica station 8 AM, operating via New Rochelle and Mott Haven, returning about 6 PM. Fares: \$45 adults, \$40 senior citizens and children (5-11), box lunch \$7.50. Order tickets from: LIST-NRHS, P. O. Box 507, Babylon, NY 11702, enclosing stamped, self-addressed envelope.

SEPTEMBER 28: "Lynchburg Limited" steam excursion with J-class #611 from Alexandria to Lynchburg, VA and return via Norfolk Southern, sponsored by Potomac and Washington, DC Chapters NRHS and Chesapeake Division RRE. Train leaves Alexandria 7:15 AM, returns 9 PM. Fares: \$69 adult coach, \$64 children (5-11) in coach, club service \$125, first class \$175, barbeque dinner at Lynchburg \$7.50. Order tickets from: Steam Train Excursions, P. O. Box 151, Alexandria, VA 22313-0151, specifying open-window or air-conditioned coach if applicable and enclosing stamped, self-addressed envelope.

SEPTEMBER 28-29: "Harris Rail," NRHS Eastern Region convention at Harrisburg, PA, sponsored by Harrisburg Chapter. Events include Amtrak station tour, banquet and seven seminars. Registration covering all events is \$50 per person. Holiday Inn Harrisburg is convention headquarters, with special attendees' rate of \$50 per night. Reservations may be made to: Matthew Loser, 14 Brookside Avenue, Hershey, PA 17033, making checks payable to "Harrisburg Chapter NRHS." Registration form has been mailed to all Chapter members.

(Continued on Page 4)

EXTRA LIST (Continued from Page 3)

SEPTEMBER 29: Railroadiana and Model Railroad Show & Sale at Dieruff Senior High School, Irving Street, Allentown, PA, sponsored by Lehigh Valley Chapter NRHS. Hours: 10 AM to 4 PM. Admission: \$3 per person, \$5 for entire family. Vendor tables are available at \$23 each. Contact: Paul A. Kuehner, P. O. Box 300, Laurys Station, PA 18059 (telephone 215-799-2530).

OCTOBER 4: Special private car excursion from Philadelphia direct to Hoboken Festival, Hoboken, NJ. Train leaves 30th Street Station 11 AM, returns on Sunday, October 6. Round-trip fare: \$40 per person, but associate membership required in American Association of Private Railroad Car Owners. For information, telephone Bennett Levin during business hours at 215-923-6700.

OCTOBER 4-27: 5th annual Hanover Railroad Art & Photography Show/Sale at the Hanover Area Arts Guild Gallery, 32 Carlisle Street, Hanover, PA, 10 AM to 5 PM Fridays, Saturdays and Sundays. Admission free. For information, telephone John Mowrer at 717-632-0982 between 8 AM and 2 PM daily.

OCTOBER 5: 11th annual Hoboken Festival at former Lackawanna terminal, Hoboken, NJ, 11 AM to 5 PM, sponsored by NJ Transit. Locomotives on display will include NJT E8's recently repainted in Erie colors. Shuttle trains will be operated between the Terminal and Rutherford, and railroadiana and food sales will be featured. Admission free.

OCTOBER 6: Steam excursion on Reading, Blue Mountain & Northern from West Leesport to Tremont, PA area and return, using ex-Reading #2102. Fares: \$35 adults, \$6 children (12 and under). Order tickets as in September 28 item.

OCTOBER 12: Shortline diesel excursions on Lowville & Beaver River and Mohawk, Adirondack & Northern Railroads, sponsored by Central New York Chapter NRHS. L&B&R special leaves Lowville, NY at 8 AM, using 44-ton diesel. MA&N trip leaves Carthage, NY in afternoon using Alco C425, returning about 9 PM. Fares for both trips: \$39.50 adults, \$29.50 children (under 12). Only three cars available (two with open windows). Order tickets from: Central New York Chapter NRHS, P. O. Box 229, Marcellus, NY 13108, enclosing stamped, self-addressed envelope.

OCTOBER 12-13: Annual Fall Spectacular on East Broad Top Railroad, Rockhill Furnace, PA. Four locomotives will be under steam, plus M-1 doodlebug, making freight and passenger runs. Rockhill Trolley Museum will also be operating. For information, write East Broad Top Railroad, Rockhill Furnace, PA 17249 (telephone 814-447-3011).

OCTOBER 13: Steam excursion on Reading, Blue Mountain & Northern Railroad from West Leesport to Tamaqua, PA and return, using ex-Reading #2102. Fares: \$27 adults, \$6 children (12 and under). Order tickets as in September 28 item.

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, enclosing stamped, self-addressed envelope. For information, telephone 717-786-4932.

OCTOBER 26: Steam excursion on Reading, Blue Mountain & Northern Railroad from West Leesport to Pottsville, PA and return, using ex-Reading #2102. Fares: \$26 adults, \$6 children (12 and under). Order tickets as in September 28 item above.

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.

THROUGH MARCH 3, 1992: "Speed, Safety, Comfort: Images of the GGI," exhibition of Pennsylvania Railroad GGI memorabilia at Railroad Museum of Pennsylvania, Strasburg. Regular Museum admission charges and hours apply. Exhibit is made possible through a grant from Lancaster Chapter NRHS.

UPDATE OF CONRAIL "TALKING" DEFECT DETECTORS

Here is yet another change in the list of Conrail radio alarm defect detectors, as published in the January and subsequent issues of Cinders:

Trenton Line

High car detectors in service at CP Laurel Hill, milepost 3.0 in Philadelphia. Detectors will announce "Laurel Hill" on road channel 2 (161.07 MHz).

PHILADELPHIA



FRANK G. TATNALL, JR.

Homeowners in suburban Philadelphia who live near commuter rail stations enjoy an estimated \$1.45-billion premium on the value of their real estate, according to a recent study by the Federal Reserve Bank of Philadelphia. Writing in the July/August issue of the bank's Business Review, Senior Economist Richard Voith said that access to convenient rail service added \$5,594 to the median home value of \$87,455. The premium was highest in Camden County, where PATCO provides "higher quality" and more frequent service. "We find surprisingly strong evidence that the value of the commuter rail service is capitalized into house value," Voith said. He concluded that "suburban residents with train service would enjoy positive financial benefits even if they paid up to \$145 million a year to support the (SEPTA and PATCO) rail systems that serve Philadelphia's Central Business District."

Robert C. Regensburger is president of the Short Line Railroad & Development Corp. of Newtown Township. He's been receiving a good deal of attention in suburban newspapers recently with his proposal to reestablish commuter rail service over SEPTA's dormant Newtown branch. While first propounding an electrified light-rail line running only as far as SEPTA's R3 station at Bethayres, Regensburger more recently has said he wishes to run diesel railcars over the entire 15-mile route between Newtown and Fox Chase, where passengers could transfer to SEPTA's R8 trains. The 31-year-old entrepreneur told the Inquirer that he needs start-up funding of just \$10 million, half of what SEPTA estimates it would take to electrify the line and establish direct service to center city. But first he must receive an RFP (request for proposal) from SEPTA, which is required of all private operators. A SEPTA spokesman said that it is likely that an RFP will be issued by October.



SEPTA's new two-track yard at Doylestown was placed in service on August 15.....SEPTA restored push-pull express trains to the West Trenton route in late July, after the radios in all cab cars were equipped with CONRAIL frequencies.....Republic Locomotive of Greenville, SC was the successful bidder to supply two rebuilt diesel locomotives to SEPTA. They will be used to move MU cars between the two sides of the system during the Mainline shutdown beginning next April.....SEPTA has been looking at the 32 rebuilt "Boise Budd" cars which Boston's MBTA recently put up for sale. They are suitable only as locomotive-hauled coaches..... ..Those four Blueliner cars which SEPTA sold to the Reading Company Technical & Historical Society were moved from Philadelphia to Temple, PA in a special CONRAIL train on August 19. The cars, #9111, 9113, 9118 and 9131, were handled between seven idler boxcars due to inoperative brakes.

SEPTA's Railroad Division currently operates seven towers, some staffed full time and others part time. They are listed below, together with their locations and responsibilities:

- "A" - 60th & Eastwick - Airport and Ivy Ridge Lines
- "Broad" - Suburban Station - Mainline "Juniper" to 30th Street, West Chester Line to "Cane" (Secane)
- "Chestnut Hill West" (part time) - "Chestnut Hill West" interlocking and station tracks
- "Mark" - Market East Station (part time) - Mainline "Mark" and "Vine"
- "Media" - "Media," "North Elwyn" and "South Elwyn," Media yard and West Chester Line Media to West Chester
- "Wayne" - Wayne Junction - Mainline center city tunnel to "Tabor Junction," Chestnut Hill East Line, Fox Chase Line, Norristown Line
- "Wind" - Wayne Junction - Balance of Mainline to Lansdale, Doylestown Line, Neshaminy Line, CONRAIL Trenton Line north of "Cheltenham Junction" to West Trenton

In addition, the Conrail operator at "Trent" tower (West Trenton) is paid by SEPTA, and is in charge of "Trent" interlocking and West Trenton yard. In all, SEPTA operators control a total of 52 interlocking plants, taking their instructions from the Desk A, B or C dispatchers as listed in the July issue of Cinders.

The Philadelphia area experienced some foul weather during the summer, and SEPTA was not immune. The Norristown Line--always a problem--was shut down by a power failure during the storm of July 7, then trains were halted by flooding at Conshohocken on July 13, August 9 and in the deluge of August 20, when two inches of rain fell on sections of Montgomery County in just half an hour. The July 7 rain, accompanied by high winds, also knocked out Fox Chase and Media-Elwyn service, and a two-inch downpour on July 13 halted West Trenton trains. The August 20 storm caused a mudslide on the Mainline #2 track in the deep cut a mile north of Gwynedd Valley, delaying Lansdale-Doylestown trains for two hours in mid-afternoon.

SEPTA has agreed to operate two days of excursions for North Penn United Way on the weekend of September 21-22. Ex-Reading GP30 #5513 will most likely run the four Saturday roundtrips from Lansdale up the old Bethlehem branch to Telford, using a train of BLUE MOUNTAIN & READING cars. BM&R steam engine #2102 will handle four trips from Lansdale to Glenside and return on Sunday. (See "Extra List" for ticket information.) CONRAIL will move the special train (no passengers) on Friday the 20th from Temple, PA to "Newtown Junction," Philadelphia, with delivery to SEPTA planned at 8 PM. The train returns to Temple Sunday evening. Chapter Member Rich Bernhardt helped arrange this event.

(Continued on Page 6)

PHILADELPHIA EXPRESS (Continued from Page 5)

SEPTA's Fiscal Year 1992 capital budget (beginning October 1) proposes spending \$30 million to start work on a new Overbrook Rail Maintenance Shop. Intended to replace Paoli shop, the Overbrook facility will be located along AMTRAK's Harrisburg mainline in West Philadelphia. SEPTA is negotiating to buy the property from Amtrak. Another big-ticket item for the Railroad Division in FY 1992--if funding becomes available--is \$30 million for a new central control center to control virtually all SEPTA-owned lines, including train operation, interlockings and power distribution. Supervising 552 miles of track, it would replace the present Regional Rail Operations Center (RROC) and the eight towers listed above.

SEPTA found itself in the midst of a nasty controversy during July, when residents living near the new Fern Rock Transportation Center in Olney complained that clouds of gray-blue paint were wafting through the air and onto their homes and autos. The Inquirer reported that SEPTA at first referred complainants to the contractor, who allegedly passed the buck to a painting subcontractor. Finally, after the press attention, SEPTA agreed to assist the residents in getting their claims satisfied.....Among the repair items deferred this year because of funding cutbacks was the renewal of the numerous tattered SEPTA logos on commuter rail equipment.....U. S. postage stamps may now be purchased at face value from certain ticket agents on SEPTA's R2 and R3 lines.....Under a new State law, senior citizens will no longer be entitled to free off-peak rides on SEPTA commuter trains, unless they show a PACE ID card. (PACE stands for Pharmaceutical Assistance Contract for the Elderly.) Without the card a \$1 fare will be charged.....Historic Strafford station has been reopened, after interior fire damage was repaired.....SEPTA has torn down the old northbound passenger shed at Philmont station.

SEPTA's prototype N5 car #451 has been running an extensive series of tests this summer on the Norristown High Speed Line, in preparation for what its handlers hope is an introduction to revenue service next month. While much testing has been done at night, day-light runs were conducted in the Ardmore Junction area and over the weekend of August 24-25 around Villanova. Only a few minor problems have developed with the car's propulsion and signal systems. Supplier ABB Traction, discouraged with the slow assembly process at AMTRAK's Beech Grove (IN) shop, has awarded a contract to Morrison Knudsen to assemble 25 of the AC-drive cars. It is believed that the work will be done at M-K's Hornell (NY) facility, using body shells built by SOREFAME of Portugal. Chapter Member Russ Jackson, who is involved in the N5 project for SEPTA, wrote a detailed 12-page article on the new cars which appears in the summer issue of The New Electric Railway Journal.

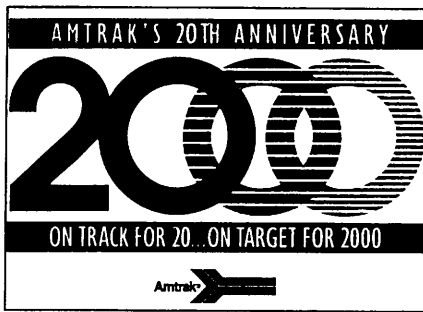


SEPTA's Route 11 subway-surface cars were forced to detour via Route 36 trackage on Elmwood Avenue beginning August 20, because the City informed SEPTA that the Woodland Avenue bridge over CSX tracks at 60th Street was structurally weak. Emergency repairs were to be made by Labor Day.....New rail is being laid in Germantown Avenue south of Erie Avenue as part of the Route 23 upgrading carried out this summer. Trolley service may not return to this line until late October.....Work on a new NHSL bridge over Landover Road in Bryn Mawr was completed August 14, and regular express service was resumed August 19.....CSX plans to install new diamonds with the Route 11 tracks on Main Street in Darby, requiring a shutdown of trolley service September 9-17. This is the only grade crossing between a trolley line and a mainline railroad in the U. S.A flash flood in Upper Darby on August 9 disrupted Route 101 and 102 trolley service and flooded the Norristown High Speed Line shop at 72nd Street. The Broad Street subway also was awash at Wyoming station, forcing the suspension of service.

SEPTA instituted a systemwide ban on smoking effective July 15. This policy applies in buildings as smoking is already prohibited on trains, trolleys and buses. The Transport Workers Union's Railroad Division took SEPTA to court, contending that the ban should be negotiated, but a Federal judge refused to issue a restraining order. He said the matter belonged in arbitration.....Fourteen passengers were hurt when a Route 36 trolley struck the rear of a stalled Route 34 trolley on August 21. The accident happened when car #9041 suffered a dewirement on a curve just east of Sansom Street station in the subway, and was hit by oncoming car #9032. There was only minor damage to the cars, but service was shut down for an hour. The Route 34 operator could not broadcast a warning while he replaced the pole, because the subway-surface radio system transmits through the overhead power wires.....SEPTA's board has authorized its police to set up a K-9 patrol unit, beginning this month. Belgian Malinois dogs will be used in high-crime areas along the Market-Frankford and Broad Street Lines, according to an Inquirer report.

SEPTA has completed the sale of 19 surplus PCC cars to the SAN FRANCISCO MUNICIPAL RAILWAY, following the sale of car #2133 to Muni last year. To be shipped this summer, the cars are #2096, 2098, 2099, 2101, 2105, 2110, 2111, 2113, 2116, 2117, 2119, 2121, 2122, 2123, 2124, 2126, 2138, 2715 and 2721. SEPTA and the City have agreed that 89 PCC's should be retained until new cars arrive.....Route 15-Girard Avenue for the first time is using Kawasaki cars on weekends this summer. The air-conditioned cars from the Callowhill pool were released in the normal summer service reductions.....SEPTA has announced several improvements in subway-surface operations, such as double-berthing of cars at stations to reduce delays, electronic destination signs at stations, new lighting and better cleaning of stations.....Member Henry Elsner and Richard Vible have a new book in the works entitled Philadelphia Transit: The PCC Era, which will feature color photos from the late 30's onward. The two previously produced Rail Transit Philadelphia: 1969-1989.....SEPTA's new chief officer-Northern Operations is Jim Hathaway, formerly with the Kansas City transit system which operates about 300 buses. At Northern Operations Hathaway will oversee 1,749 employees, 720 buses and 65 trackless trolleys--but no streetcars (SEPTA On the Surface).

PHILADELPHIA EXPRESS (Continued from Page 6)



On August 1 AMTRAK launched its "Keystone Classic Club" luxury service between New York, Philadelphia and Pittsburgh. On Thursdays and Saturdays the rebuilt car J. Pinckney Henderson (Amtrak #6000) brings up the rear of westbound train #43 Pennsylvanian, returning east Fridays and Sundays on train 42/44. The service, which is reported to be the equal of the highly-touted American European Express in food and ambiance, was suggested by Amtrak Director Paul M. Weyrich, who feels that Amtrak should be going after the "elite" class of traveler as well as coach and sleeper passengers. It's understood, however, that the Keystone Club concept met with less than maximum enthusiasm in Amtrak's Marketing Department, though a six-month trial period is likely. Only ten passengers will be accommodated on each trip at a surcharge of \$195 each in addition to the rail fare. Multi-course meals served on china, linen tablecloths, a library and complimentary bar service accent the scenery on the eight-hour ride. An Inquirer

writer gave a generally favorable report on the trip in the August 25 travel section, prominently mentioning one of his fellow travelers: Chapter Member George Weiss. The Henderson was built for the Katy in 1954 as a coach, Pullman Standard's first all-stainless-steel car. Now privately-owned, it has been rebuilt into a luxury bedroom-lounge-observation car and is leased by Amtrak.

One of AMTRAK's two slope-nosed F69PH-AC diesels, #451, spent ten days in the Philadelphia area in mid-July, operating to Atlantic City and Harrisburg. It departed on the point of mail train 15 on July 21 bound for New Orleans, where it and sister #450 are based while running on the Sunset.....Other unusual sightings included ex-GO TRANSIT GP40TC units #198 and 199, which last month were frequently seen in the area. Each operated to Harrisburg unassisted on trains 609, 615 or as a second unit on the Broadway Limited.....Rebuilt F40AC #202, long an unreliable unit, was sent to the Pueblo (CO) test center in July on permanent loan from AMTRAK.....We note that some of AMTRAK's material handling cars (MHC's) are carrying Postal Service logos, and possibly are assigned to mail service.....Conference/cab car #9800 is back on New York-Washington Metroliner trains, after spending some time in Philadelphia-Harrisburg non-revenue service.....General Electric will speed up delivery of 20 B32-8WH locomotives to AMTRAK (#500-519), beginning this month (Flimsies).Maintenance on the Atlantic City mainline appears to be slipping, with the weedsprayer obviously absent this season.

AMTRAK has deferred the start of its RoadRailer mail handling service, because the hybrid trailers failed a compression test. Three Mark V units have been acquired: AMTZ 656110 (48-footer), 666199 and 666356 (53-footers).....The "Chattanooga Choo-Choo" special advertised to run from New York to Chattanooga, TN on September 8-9 has been cancelled.....American European Express will shift its operation from New York-Chicago to New York-Florida for the winter season, with the electric-diesel locomotive swap to occur at Philadelphia instead of Washington.....Have you noticed that all of AMTRAK's current literature--as well as the big plaque facing 29th Street--refers to "30th Street Station" rather than the previously-advertised "30th Street Center"?.....We never thought we would see the day when 30th Street's vast concourse would be air conditioned--but it's happened! And the system really works.

In July the House of Representatives overwhelmingly passed a transportation appropriations bill for FY 1992 which included \$328.9 million for AMTRAK operations, a 3.8-percent increase over 1991. This is \$7.9 million more than Amtrak requested, but for capital projects the House approved only \$175 million, \$67 million less than requested. (The Administration proposed \$180 million for operations and \$150 million for capital projects.) In addition, Amtrak had asked for \$171.8 million to continue the New Haven-Boston electrification work, but the House voted zero (NARP News).....AMTRAK and the Transportation Communications International Union reached a tentative contract agreement in June providing wage increases for about 5,500 employees. One-third of all Amtrak union-represented workers are now covered by new wage agreements (Amtrak Newsbreak).AMTRAK is testing three prototype waste retention and disposal systems on 14 passenger cars. Under the law, Amtrak has until 1996 to stop the discharge of waste on rights-of-way (Newsbreak).

AMTRAK was scheduled to operate eight special trains to Washington and return for a massive "solidarity" rally on August 31, sponsored by the AFL-CIO. One train was to originate at Boston, three at New York, one at New Haven, two at Trenton and one at Philadelphia. The Trenton trains were to consist of ten leased NJ TRANSIT Arrow III cars each and the Philadelphia train 12 SEPTA MU's.....A July 11 fire in an AMTRAK electrical substation near Kearny, NJ knocked out power between Newark and New York. Many delays and cancellations affected both Amtrak and NJ TRANSIT passengers during the morning rush hour. The first New York-to-Washington Metroliner, #101, arrived at 30th Street four and a half hours late.....A seven-year-old boy was burned over 90 percent of his body August 10 when he touched a catenary wire after climbing atop a boxcar near Frankford Junction.....Atlantic City-to-Philadelphia train #664 struck and killed a trespasser near Garden State Park in Cherry Hill, NJ on August 11.

AMTRAK is building a \$13-million solid-state frequency converter at Jericho Park, MD to help supply 12,000-volt, 25-cycle AC power to the Northeast Corridor. Similar to SEPTA's new converters at Wayne Junction, the device will replace a rotary converter in Washington installed by the Pennsy in 1934 (Amtrak News).....AT&T communications were disrupted on July 18 when a buried fiber optic cable along AMTRAK's mainline was severed near North East, MD.....AMTRAK's new bridge over the Blue Route (I-476) east of Radnor station is complete, and all four tracks have been swung onto the span.....AMTRAK's "Morris" tower at Morrisville has been closed, the interlocking now remotely controlled from "Fair" tower in Trenton.....A group of neighborhood residents showed up at North Philadelphia station on August 26, protesting AMTRAK's decision to

PHILADELPHIA EXPRESS (Continued from Page 7)

turn the dilapidated station into a mini shopping center. In June Amtrak opened a ticket office and waiting room in a separate building north of the old station.....The three-year project to build a new bridge across AMTRAK at Belmont & Girard Avenues in West Philadelphia is now scheduled for completion next spring.



On July 28 CONRAIL closed its last active tower in Philadelphia--"Nice" tower in Nicetown. "Nice" and the interlockings it operated ("Rock," "Falls," "River," "Laurel Hill" and "Park") are now controlled by the Philadelphia Division dispatcher at Mount Laurel, NJ.....The new Henderson Road underpass beneath CONRAIL's Dale secondary track in King of Prussia opened in late July, eliminating a major grade crossing.....SW1001 #9406 has been spotted at Abrams yard freshly painted and wearing a white frame stripe.....The 58-car Strates carnival train passed through Philadelphia on CONRAIL June 17 enroute from Washington, DC to Foxboro, MA. It moved from Foxboro to Harrington, DE July 8-10 via Selkirk, Allentown, Harrisburg and Perryville, MD. On July 28-29 the train ran to Elmira, NY via Philadelphia and Allentown.....CONRAIL may soon be handling a RoadRailer train in connection with NORFOLK SOUTHERN.

CONRAIL reported second quarter net income of \$73 million, nearly the same as the year-ago period in spite of a 5.8-percent decline in revenues from \$861 million a year ago to \$811 million. For the first six months net income was \$91 million, down eight percent from the 1990 period. "We surprised even ourselves in our ability to cut expenses," Chairman James A. Hagen told Wall Street financial analysts.....The Special Board appointed by President Bush to consider remaining issues from last April's one-day freight rail strike issued its final report on July 18. It made virtually no changes in the findings of the original Presidential Emergency Board, which precipitated the strike, leaving rail unions highly dissatisfied. Although the strike-ending law provided that the Special Board's ruling could not be appealed to any court, several unions filed complaints in Federal court.....CONRAIL is running full-page ads in trade magazines headlined "We'll get you back on track." The ads boost the contract rebuilding capabilities of Juniata locomotive shop in Altoona.

An unusual train operated via CONRAIL on August 17 from Swedesboro to Tuckahoe, NJ, as RS3M diesels #1548 and 8481 hauled ex-PRSL RDC-1's M-405 and M-407 and a caboose. The next day they moved on to Wildwood Junction over track operated by SHORE FAST LINE. The ex-Conrail diesels and caboose are owned by Cape May Seashore Lines, which plans to extend tourist service, and the RDC's by the Seashore Lines Historical Society in which Philadelphia Chapter's Michael and Lynn Burshtin and Tom Moran are principals. The equipment had long been stored on a WEST JERSEY RAILROAD siding at Woodstown, where an ex-Erie Lackawanna MU repainted as PRSL #6795 still rests. It has been sold by Moran to the WILMINGTON & WESTERN.

NJ TRANSIT operated its Erie-painted E8's #834 and 835 on the Monmouth Park "Pony Express" three times this summer--July 27-28, August 18 and 24--each time under less than favorable weather conditions. On the latter two days the handsome green units ran Newark-Bay Head and return with stops at the racetrack..... A six-car train of private cars--including Bennett Levin's Pennsylvania 120--will run from Philadelphia to Hoboken at 11 AM October 4 for the Hoboken Festival the next day. The all-"PV" train will return to Philadelphia October 6.....NJT has given the American Association of Private Railroad Car Owners permission to hold its September 1992 convention at Hoboken Terminal.....NJT has sent six of its Arrow III MU cars, newly rebuilt with AC motors, to the Pueblo (CO) test center.

DELAWARE & HUDSON has begun container train service to Canada from the new Railport terminal at Delaware & Oregon Avenues on the Philadelphia waterfront. A generally once-weekly train symbolized #551 is moving the import containers, and CP RAIL RS18's #1810 and 1811 have been spotted switching in South Philadelphia. In late August D&H GP38-2 #224--still painted in GUILFORD gray--was seen in operation, based at CSX's East Side yard. Construction has also begun on the Delaware River Port Authority's 22-acre container terminal on property leased from CONRAIL adjacent to Packer Avenue Marine Terminal, south of Pattison Avenue.

Pennsylvania State University has announced that it will sponsor a seminar at New Hope, PA in September 1992. It is to be a symposium on "Railroading in the 1990's" and is in addition to the regular railroad-theme sessions held in Altoona.....NEW HOPE & IVYLAND's steam tourist train seems to be a success, with over 35,000 passengers handled since its startup in late June. Both the ex-Reading passenger and freight stations at New Hope are being rehabilitated and a new high-level loading platform has been built in addition to a low-level brick platform. Track repairs are in evidence and 2-8-0 #40 is hauling a three-car train of Reading coaches to Lahaska every hour or so.....BLACK RIVER & WESTERN started a new freight service on August 29 when it hauled a six-car train of eight-foot-diameter drainage pipe, loaded at Ringoes, NJ, to the CONRAIL interchange at Three Bridges. Numerous guests were carried in a coach at the end of the train--powered by CF7 #42--but the event was marred when three flatcars derailed entering Three Bridges. More of the pipe is to move this fall.....BR&W finally restored 2-8-0 #60 to service this summer, and it reportedly has been performing well.

The Daily News has cited STEAMTOWN as a prime example of politics at work. It is "the mother of all pork barrels," says David Simon of the National Parks & Conservation Association which normally supports new parks. He claims that the project lacks national significance and quotes a Smithsonian historian who once called Steamtown "a third-rate collection in a place to which it has no relevance." Still, more than 100,000 people visited Steamtown last year, said Jim Johnson, the Site's acting superintendent.....SUSQUEHANNA's Chinese-built steam locomotive 141 (see July Cinders) never made it to U.S. shores. The brand-new 2-8-2 is resting 6,000 feet down in the Bay of Bengal, after the vessel SS Braut Team and sank in heavy weather on June 7....Chapter Members Phil Klaus, Paul Kutta and Ted Xaras were quoted in an August 8 Inquirer article "Riding the rails of the past," about abandoned railroads in Delaware and Chester Counties.....Railway Age Magazine absorbed former arch-rival Modern Railroads effective with the July issue.

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

(Corrected to July 1, 1991)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER
<u>BALTIMORE & ANNAPOLIS RAILROAD (BLA), Ferndale, MD</u>						
87	B-B	SW9	D/E	EMD	1953	Chesapeake & Ohio 5092
<u>BLACK RIVER & WESTERN RAILROAD (BRW), Ringoes, NJ</u>						
41	B-B	CF7	D/E	EMD	1950	Santa Fe 2419 (F7A 326L)
42	B-B	CF7	D/E	EMD	1951	Santa Fe 2421 (F7A 252C)
50	0-4-0	20-ton	D/M	Davenport	1941	Kingston Trap Rock
56	B-B	T6	D/E	Alco	1958	Conrail 9847
57	B-B	RS1	D/E	Alco	1948	Washington Terminal 57
60	2-8-0		Steam	Alco	1937	Great Western 60
4666	Railcar	OEG415	D/E	Brill	1930	Pennsylvania 4666
<u>BLUE MOUNTAIN & READING RAILROAD (BMRG), Hamburg, PA (Note 1)</u>						
103	B-B	NW2	D/E	EMD	1947	Reading 103 (Note 2)
425	4-6-2		Steam	BLW	1928	Gulf, Mobile & Northern 425
600	B-B	SW1	D/E	EMD	1953	Warner Company 15
702	B-B	DS44-1000	D/E	BLW	1948	Reading 702 (Note 2)
730	B-B	DS44-750	D/E	BLW	1950	Warner Company 14 (Note 2)
1000	B-B	NW2	D/E	EMD	1948	Conrail 9220 (ex-BMRG 413)
1032	B-B	NW2	D/E	EMD	1946	Port Jersey 1032
1200	B-B	SW7	D/E	EMD	1950	Conrail 8905
1501-1502	B-B	CF7	D/E	EMD	1951	Santa Fe 2424 (F7A 335L), 2446 (F7A 261C) (ex-BMRG 600, 601)
2102	4-8-4	T-1	Steam	Reading	1945	Reading 2102
5308	C-C	C630	D/E	Alco	1967	Conrail 6761 (Note 2)
5513	B-B	GP30	D/E	EMD	1962	Conrail 2181 (Note 2)
5706	A1A-A1A	E8A	D/E	EMD	1952	Amtrak 495 (284)
5898	A1A-A1A	E8A	D/E	EMD	1951	Amtrak 497 (305)
6300	C-C	U30C	D/E	GE	1967	Conrail 6840 (Note 2)
9166	Railcar	RDC-1B	D/M	Budd	1958	SEPTA 9166
9168	Railcar	RDC-1	D/M	Budd	1951	PennDOT 9168
Note 1: Locomotives also based at Boyertown, East Greenville, Kutztown and Leesport, PA						
Note 2: Owned by Reading Company Technical & Historical Society						
<u>BRANDYWINE VALLEY RAILROAD (BVRY), South Coatesville, PA</u>						
8201	B-B	NW2	D/E	EMD	1945	Conrail 9236
8202	B-B	NW2	D/E	EMD	1949	Conrail 9228
8203	B-B	NW2	D/E	EMD	1948	Conrail 9259
8204	B-B	SW1200	D/E	EMD	1964	Missouri Pacific 1184
8205	B-B	SW1200	D/E	EMD	1957	Southern Pacific 2315
8206	B-B	SW9	D/E	GMD	1950	Toronto, Hamilton & Buffalo 58
<u>CANTON RAILROAD (CTN), Baltimore, MD</u>						
1201	B-B	SW1200	D/E	EMD	1954	Milwaukee 625
1501	B-B	SW1500	D/E	EMD	1967	Southern Pacific 2455
<u>CARBON & SCHUYLKILL RAILROAD (CSKR)/RAIL TOURS, INC.,* Jim Thorpe, PA</u>						
56	B-B	F3A	D/E	EMD	1948	Bangor & Aroostook 46 (Note 1)
467	B-B	RS3	D/E	Alco	1952	Reading 467 (Note 1)
972	4-6-0	D10j	Steam	Montreal	1912	Canadian Pacific 972 (Note 2)
1098	4-6-0	D10h	Steam	Canadian	1913	CP 1098
1554	B-B	RS3	D/E	Alco	1953	Central of New Jersey 1554 (Note 1)
5771	B-B	U36B	D/E	GE	1972	CSX 5771
D	B-B	F7B	D/E	EMD	1950	Boston & Maine 4268B
Note 1: Owned by Anthracite Railroads Historical Society						
Note 2: At Strasburg, PA for repairs						
<u>CHESTNUT RIDGE RAILWAY (CHR), Palmerton, PA</u>						
20	B-B	S2	D/E	Alco	1945	
21	B-B	S2	D/E	Alco	1946	
1055	B-B	S2	D/E	Alco	1949	Missouri Pacific 1055 (Note 1)
Note 1: Leased from RELCO						

(Continued on Page 10)

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

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER
<u>DELAWARE COAST LINE RAILROAD(DCLR)/QUEEN ANNE'S RAILROAD,* Georgetown, DE (Note)</u>						
2	B-B	RS36	D/E	Alco	1962	Norfolk, Franklin & Danville 2
3	0-6-OT		Steam	Vulcan	1943	Wilmington & Western 3
17	B-B	T6	D/E	Alco	1958	Eastern Shore 17
19	B-B	T6	D/E	Alco	1958	Conrail 9846
23	B-B	RS1	D/E	Alco	1954	Soo Line 351
200	B-B	C420	D/E	Alco	1963	Eastern Shore 200
Note: Locomotive also based at Milton, DE						
<u>EAST BROAD TOP RAILROAD, * Rockhill Furnace, PA (3-foot-gauge)</u>						
M-1	Railcar		G/E	EBT/Brill	1926	
M-4	0-4-0	JCD	D/M	Plymouth	1947	Warner Company
M-5A	0-4-0		D/M	Plymouth	1956	Bethlehem Steel 28A
M-5B	0-4-0		D/M	Plymouth	1956	Bethlehem Steel 28B (Note)
12	2-8-2		Steam	BLW	1911	
14	2-8-2		Steam	BLW	1912	
15	2-8-2		Steam	BLW	1914	
16	2-8-2		Steam	BLW	1916	
17	2-8-2		Steam	BLW	1918	
18	2-8-2		Steam	BLW	1920	
Note: Cables unit						
<u>EAST JERSEY RAILROAD & TERMINAL (EJR), Bayonne, NJ</u>						
18	B-B	65-ton	D/E	GE	1950	
19	B-B	80-ton	D/E	GE	1948	U. S. Steel (Fairfield, AL)
<u>EASTERN SHORE RAILROAD (ESHR), Cape Charles, VA (Note)</u>						
1600	B-B	GP8	D/E	EMD	1950	Norfolk & Western 3450
1603	B-B	GP8	D/E	EMD	1952	N&W 3468
8066	B-B	GP10	D/E	EMD	1954	Illinois Central Gulf 8066
8096	B-B	GP10	D/E	EMD	1955	ICG 8096
Note: Locomotive also based at Little Creek, VA						
<u>EVERETT RAILROAD (EV), Claysburg, PA</u>						
4	B-B	80-ton	D/E	GE	1943	U. S. Army 7893
8933	B-B	SW9	D/E	EMD	1951	Conrail 8933
8990	B-B	SW9	D/E	EMD	1953	Conrail 8990
9118	B-B	SW9	D/E	EMD	1952	Conrail 9118
<u>GETTYSBURG RAILROAD (GETY), Gettysburg, PA</u>						
39	B-B	GP9	D/E	EMD	1957	Knox & Kane 14
70	B-B	RS36	D/E	Alco	1962	Norfolk & Western 2870
76	2-8-0		Steam	BLW	1920	Mississippian 76
1278	4-6-2	G5d	Steam	Canadian	1946	Canadian Pacific 1278
<u>LACKAWANNA VALLEY RAILROAD (LVAL), Scranton, PA</u>						
901	B-B	U30B	D/E	GE	1967	Conrail 2888
1102	A1A-A1A	RSC2	D/E	Alco	1947	Seaboard Coast Line 1102 (Note)
1801-1802	B-B	RS18	D/E	MLW	1959	Canadian National 3124, 3127 (ex-LVAL 22, 43)
5019	B-B	RS36	D/E	Alco	1963	Delaware & Hudson 5019 (Note)
Note: Owned by private individuals						
<u>LANDISVILLE RAILROAD (AMHR), Landisville, PA</u>						
92	0-4-0	HLB	D/E	Plymouth	1928	Delaware Valley
8526	B-B	45-ton	D/E	GE	1944	U. S. Army 8526
8651	B-B	SW900M	D/E	EMC	1938	Conrail 8651
<u>MARYLAND & DELAWARE RAILROAD (MDDE), Federalsburg, MD (Note)</u>						
100	B-B	RS3M	D/E	Alco	1952	Conrail 9999 (ex-MDDE 1201)
101	B-B	RS3M	D/E	Alco	1950	Conrail 9926 (ex-MDDE 1202)
102	B-B	RS3M	D/E	Alco	1952	Conrail 9942 (ex-MDDE 1203)
2628	B-B	CF7	D/E	EMD	1946	Santa Fe 2628 (F3A 20C)
Note: Locomotives also based at Selbyville, DE and Massey, MD						
<u>MARYLAND & PENNSYLVANIA RAILROAD (MPA), York, PA</u>						
82	B-B	SW9	D/E	EMD	1951	
84	B-B	SW9	D/E	EMD	1952	Pittsburgh & Lake Erie 8952
1502	B-B	CF7	D/E	EMD	1950	Santa Fe 2426 (F7A 330L)
1506	B-B	GP7	D/E	EMD	1953	Reading 621 (ex-MPA 86)

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

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER
<u>MARYLAND MIDLAND RAILWAY (MMID), Union Bridge, MD</u>						
100-101	B-B	F7A	D/E	EMD	1949	Chicago & North Western 409, 413
200, 202	B-B	GP9	D/E	EMD	1957	Norfolk & Western 793, 812 (ex-MMID 793, 812)
794	B-B	GP9	D/E	EMD	1957	N&W 794
6045	B-B	GP9	D/E	EMD	1956	Chesapeake & Ohio 6045
6454	B-B	GP9	D/E	EMD	1956	Baltimore & Ohio 6454
<u>MARYLAND STATE RAILROAD ADMINISTRATION (MARC), Baltimore, MD</u>						
1	Railcar	RDC-2	D/M	Budd	1956	Baltimore & Ohio 9940
3	Railcar	RDC-2	D/M	Budd	1953	B&O 1951
8	Railcar	RDC-1	D/M	Budd	1950	B&O 9911
9	Railcar	RDC-1	D/M	Budd	1953	B&O 9912
10	Railcar	RDC-B	D/M	Budd	1957	Amtrak 29
11-13	Railcar	RDC-1	D/M	Budd	1952	B&O 9915, 9916, 9917
18	Railcar	RDC-1	D/M	Budd	1952	B&O 1913
20	Railcar	RDC-1	D/M	Budd	1956	B&O 9920
21	Railcar	RDC-2	D/M	Budd	1955	B&O 1972
22	Railcar	RDC-1	D/M	Budd	1956	B&O 9922
23	Railcar	RDC-1	D/M	Budd	1953	B&O 9913 (Note 1)
24-25	Railcar	RDC-1	D/M	Budd	1952	Amtrak 17, 16
26-29	Railcar	RDC-1	D/M	Budd	1951	Pennsylvania-Reading Seashore Lines M-409, M-410, M-411, M-413
70-71	B-B	GP39-H2	D/E	EMD	1967	Conrail 3062, 3066 (GP40)
72	B-B	GP39-H2	D/E	EMD	1968	Conrail 3243 (GP40)
73-74	B-B	GP39-H2	D/E	EMD	1966	B&O 3703, 3710 (GP40)
75	B-B	GP39-H2	D/E	EMD	1968	Milwaukee 2050 (GP40)
81-82	B-B	F9PH	D/E	EMD	1952	B&O 4580, 4582 (F7A)
83	B-B	F9PH	D/E	EMD	1951	B&O 4566 (F7A)
84	B-B	F9PH	D/E	EMD	1948	B&O 4472 (F3A)
85	B-B	F9PH	D/E	EMD	1951	B&O 4557 (F7A)
4900-4903	B-B	AEM-7	Elec	EMD	1986	
7100	B-B	APCU	D/E	EMD	1951	B&O 4553 (F7A)(Note 2)
Note 1: Owned by CSX Transportation						
Note 2: Rebuilt to auxiliary power control unit 1980 (head-end power only)						
<u>MIDDLETOWN & HUMMELSTOWN RAILROAD (MIDH), Middletown, PA (Note)</u>						
1	B-B	65-ton	D/E	GE	1941	U. S. Army 7272
2	B-B	65-ton	D/E	GE	1955	Standard Slag & Stone 46
91	2-6-0		Steam	Canadian	1910	Canadian National 91
Note: Locomotive also based at Columbia, PA						
<u>MORRISTOWN & ERIE RAILWAY (ME), Morristown, NJ</u>						
16-17	B-B	C430	D/E	Alco	1967	Conrail 2054, 2053
18-19	B-B	C424	D/E	Alco	1964	Toledo, Peoria & Western 800, 801
<u>NDC RAILROAD (NDCR), Northampton, PA</u>						
51	B-B	S6/V0660	D/E	BLW	1941	Upper Merion & Plymouth 51 (Note)
99	B-B	RS3M	D/E	Alco	1950	Conrail 9938
101	B-B	S6	D/E	Alco	1956	UM&P 101 (Note)
Note: Owned by private individuals						
<u>NEW HOPE & IVYLAND RAIL ROAD (NHIR), New Hope, PA</u>						
9	0-6-0		Steam	Alco	1942	Virginia Blue Ridge 9
11	B-B	V0660	D/E	BLW	1945	Warner Company 11
40	2-8-0		Steam	BLW	1925	Cliffside 40
9423	B-B	SW1	D/E	EMD	1950	Amtrak 739 (Note)
Note: Owned by private individual						
<u>NEW JERSEY TRANSIT RAIL OPERATIONS (NJT), Kearny, NJ (Note 1)</u>						
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
501-503	B-B	SW1500	D/E	EMD	1972	P&LE 1547, 1546, Southern Pacific 2675
834	A1A-A1A	E8A	D/E	EMD	1953	PC 4323(4076) (ex-NJT 4323) (Note 2)
835	A1A-A1A	E8A**	D/E	EMD	1952	PC 4248 (ex-NJT 4248) (Note 2)
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

(Continued on Page 12)

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS - PART I (Continued from Page 11)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER
<u>NEW JERSEY TRANSIT RAIL OPERATIONS (NJT) (Continued)</u>						
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 3)
4138-4139	B-B	GP40FH-2**	D/E	EMD	1969	Rock Island 384, 389 (Note 3)
4140	B-B	GP40FH-2**	D/E	EMD	1966	Missouri Pacific 606 (Note 3)
4141	B-B	GP40FH-2**	D/E	EMD	1970	Union Pacific 646 (Note 3)
4142	B-B	GP40FH-2**	D/E	EMD	1968	Milwaukee 2055 (Note 3)
4143-4144	B-B	GP40FH-2**	D/E	EMD	1966	RI 361, UP 614 (Note 3)
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
4326	A1A-A1A	E8A	D/E	EMD	1953	PC 4326 (4083)
4400-4414	B-B	ALP-44**	Elec	ABB	1990	(Note 4)
4877	2-C+C-2	GG1	Elec	Altoona	1939	PC 4877 (Note 5)
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, Raritan, NJ and Suffern, NY

Note 2: Painted in Erie colors

Note 3: Rebuilt by Morrison-Knudsen in 1987-89 from GP40's with F45 components

Note 4: New units delivered 1990-91

Note 5: Painted in Pennsylvania colors

** - Equipped with head-end power

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

11	B-B	S4	D/E	Alco	1951	Massena Terminal 11
21-22	B-B	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

NEW YORK, SUSQUEHANNA & WESTERN RAILWAY (NYSW), Little Ferry, NJ (Notes 1, 2)

2	0-6-0		Steam	Alco	1942	Virginia Blue Ridge 8
16	B-B	70-ton	D/E	GE	1951	Rahway Valley 16
17	B-B	70-ton	D/E	GE	1954	RV 17
116	B-B	NW2	D/E	EMD	1948	Conrail 9264 (Note 3)
120	B-B	SW9	D/E	EMD	1953	Chesapeake & Ohio 5091
1800	B-B	GP18	D/E	EMD	1962	
1802	B-B	GP18	D/E	EMD	1962	
1804	B-B	GP18	D/E	EMD	1962	
2010	B-B	C420	D/E	Alco	1964	Long Island 221
2012	B-B	GP38	D/E	EMD	1966	Baltimore & Ohio 3800
3000	B-B	C430	D/E	Alco	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	
6366	C-C	SD45	D/E	EMD	1970	BN 6489
6515	C-C	SD45	D/E	EMD	1971	BN 6515

EDITOR'S NOTE: A key to the abbreviations found in this roster will be found on Page 16 of this issue.

This roster is to be continued in our next issue.

Note 1: 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)

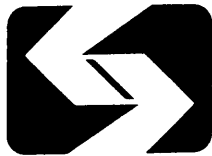
Note 2: Locomotives also based at Binghamton, Cooperstown, Utica, NY and Kenilworth, NJ

Note 3: Owned by private individual

SEPTA WINS DEDICATED STATE FUNDING; CAPITAL BUDGET BEEFED UP

The millenium arrived for SEPTA on August 4, 1991 when the Pennsylvania Legislature narrowly approved a \$14-billion budget to cover State spending in Fiscal Year 1992. The budget contains \$200 million in dedicated capital funding for the State's 38 public transit systems, of which SEPTA is expected to receive about \$135 million during the coming year. This is just half of what SEPTA was asking for, but it represents a significant breakthrough in the only major state which has had no dedicated tax for mass transit.

In the new general budget, transit will also receive \$242 million for operating expenses in FY 1992 beginning last July 1, of which SEPTA's estimated share is \$167.8 million. There is an additional \$81 million set aside for special SEPTA projects.



The final outcome was a tribute to the many months of public and behind-the-scenes lobbying and pleading on the part of SEPTA management, area businesspeople and community leaders, who repeatedly warned that SEPTA was in danger of imminent collapse unless a predictable flow of cash was forthcoming from Harrisburg. Service cutbacks and large-scale line shutdowns were already in the advanced planning stage, threatening thousands of daily commuters with the loss of vital transportation and even their jobs. But legislation introduced last May by Representative Gordon Linton of Philadelphia, dubbed "Pennmove," laid the groundwork for the dedicated taxes eventually adopted. These include a \$1 tax on tire sales, application of the six-percent sales tax to magazines, a three-percent surcharge on auto leases, a \$2 daily fee on motor vehicle rentals and an increase in the utility realty tax. The money will flow into a new Public Transportation Assistance Fund.

Governor Casey, who had long been seen as lukewarm in his support for additional transit funding, signed the new spending plan the same day it cleared the Legislature. "Mass transit was a big victory and I'm happy about it," he said later. Much of State government had been running in the twilight zone since July 1, the date when Pennsylvania is required by law to have a balanced budget in place. But political infighting over a host of proposed taxes delayed enactment for 35 days beyond the deadline, during which time the State was barred from making most expenditures and State employees went unpaid. As approved, the budget contains \$2.8 billion in tax increases, the largest in the State's history, a fact which Republicans are sure to use against the Democratic leadership in future election campaigns.

SEPTA General Manager Louis Gambaccini, who led the fight for dedicated funding, was obviously delighted that the principle had at last been established. Since the immediate funding level is less than hoped for, he said that SEPTA's much-heralded \$4.5-billion rebuilding plan for the next decade might have to be spread over 20 years instead, or with an assured funding source the Authority might decide to borrow now against future subsidies. The new law "gets us substantially started in the right direction," he declared. "It is very historic and a giant step forward."

A little-noted provision of the budget act calls for the appointment of four additional members to the 11-person SEPTA board. One each is to be named by the Democratic and Republican leaders of the State Senate and House, with all nominees to be residents of the five-county SEPTA region. Currently, each of the five counties has two board members and the Governor appoints the 11th member--a position now vacant.

It should be recalled that the State's decision to earmark certain taxes for transit fulfills a requirement of Federal legislation passed last year at the urging of Philadelphia Congressman William H. Gray III. The State could have been docked up to 25 percent of its highway funding from Uncle Sam if a dedicated transit tax were not in place by October 1.

An interesting sidelight to the legislative struggle in Harrisburg was the introduction of a bill to require both SEPTA and Port Authority Transit of Pittsburgh to gradually privatize their entire bus systems. Both sponsors, Republican Senators Earl Baker of Chester County and Edwin G. Holl of Montgomery County, voted against the final budget.

Meanwhile, in Washington, Congress recessed last month without completing its reauthorization of surface transportation programs. A bill approved by the Senate calls for the spending of \$123 billion on highways and mass transit over the next five years, with the states allowed wide flexibility in transferring funds between modes. The House, however, is considering a larger \$153.5-billion package which is less generous to transit but which contains a five-cent-per-gallon "nickel for America" boost in fuel taxes, intended to raise \$30 billion for highway and transit construction. (The President has threatened to veto any fuel tax increase.) Congress will reconvene this month to address the issue. Under present law the Federal government makes a substantial contribution to SEPTA capital projects but contributes only three percent to SEPTA's \$700-million operating budget.

Encouraged by the recent action in Harrisburg, SEPTA has revised its FY 1992 capital spending plan upward to \$527.2 million, and is still seeking a total of \$4.5 billion for the years 1992-2001. The latter is broken down as follows: Bus \$888 million, rail transit \$2.036 billion, regional rail \$1.126 billion, multimodal \$450 million. The State's formula allocation gives SEPTA 70.3 percent of dedicated tax revenues, PAT 25.4 percent and smaller urban systems (of which there are 36) 4.3 percent, with \$4 million taken off the top for rural transit programs. Up to 30 percent, or \$42 million, of SEPTA's allocation may be used for a newly-created category of "asset maintenance," which means maintenance of vehicles, track and structures, as well as purchases of materials, formerly charged to the operating budget. All capital projects require a local or private match equal to one-thirtieth of total project cost.

(Continued on Page 14)

UPDATE OF CONRAIL FREIGHT SCHEDULES

The following changes have been made in the schedules of through freight trains on Conrail's Philadelphia and Harrisburg Divisions, as published in the May and June issues of Cinders:

- o ALCG (daily) leaves Allentown 2200, leaves Lehighton 0100, leaves Pittston 0700*, arrives Corning, NY 1730
- o ALSE (daily) leaves Allentown 0900, passes Manville (Port Reading Junction) 1115, passes Kearny 1430 (to Selkirk)
- o CAAL-A (except Monday) leaves Camden 1130, leaves Philadelphia (Zoo) 1500, passes Phoenix 1700, passes Alburdis 2000, arrives Allentown 2045
- o CGAL (daily) leaves Corning, NY 1800, leaves Pittston 0830*, arrives Allentown 1330
- o CGOI is withdrawn
- o CSSE (daily) leaves Alexandria, VA 0300*, runs via CSXT to Philadelphia, passes Park Junction 1100, leaves Philadelphia (Belmont) 1515*, passes West Trenton 1725, passes Manville 1800, arrives Oak Island 1930* (to Selkirk)
- o EDPI (except Saturday-Sunday) leaves Wilmington (Edge Moor) 2345, passes Philadelphia (Zoo) 0100, leaves Abrams 0500, passes Phoenix 0530, arrives Harrisburg 0930* (to Conway)
- o ENBA (daily) leaves Enola 1800, passes Perryville 2300, arrives Baltimore 0030
- o OICG is withdrawn
- o OIEN (daily) leaves Oak Island 1300, leaves Manville 1430, arrives Allentown 1635, leaves Allentown 1720, passes Alburdis 1800, passes Harrisburg 2145, arrives Enola 2230 (Train may operate via Philadelphia, passing West Trenton 1515, Phoenix 1810)
- o PIBA is withdrawn
- o PIED (daily) leaves Harrisburg 1900*, passes Phoenix 2345, leaves Abrams 0145, passes Philadelphia (Zoo) 0345, arrives Wilmington (Edge Moor) 0500
- o PISC is withdrawn
- o SCPI is withdrawn
- o SECS (daily) leaves North Bergen 1100, leaves Oak Island 2130*, passes Manville 2145, leaves Philadelphia (Belmont) 0115*, passes Park Junction 0130, runs via CSXT to Washington, arrives Alexandria, VA 0930
- o SRAL (daily) leaves Hagerstown, MD 1615*, passes Alburdis 0100, arrives Allentown 0145
- o TV-62 (except Monday-Tuesday) leaves Harrisburg 0115*, passes Alburdis 0415, leaves Allentown (intermodal terminal) 0630, passes Manville 0800, arrives Portside 0945

* - Crew change

TED MAURER AUCTION TO INCLUDE SURPLUS NRHS ITEMS

Several lots of books, annual reports and other duplicate material from the NRHS Library of American Transportation will be auctioned off Saturday, September 14 as part of a railroiana sale to be held near Phoenixville.

Professional Auctioneer Ted Maurer will conduct the sale beginning at 10 AM at the Ridge Fire Company pavilion on State Route 23, between Phoenixville and Route 100. A preview will be held on Friday the 13th from 7 to 9 PM. On auction day doors will open at 8 AM.

All proceeds received from the sale of NRHS material will be applied to the Library fund, to be used both for maintenance of the collection and the purchase of new books. The Library is housed in the National office in the Robert Morris Building, 17th & Arch Streets in Philadelphia.



SEPTA WINS DEDICATED STATE FUNDING; CAPITAL BUDGET BEEFED UP (Continued from Page 13)

One notable addition to the FY 1992 budget is \$30 million to begin the acquisition of up to 70 light rail vehicles for the three North Philadelphia surface lines. SEPTA may opt, however, to purchase new cars (possibly articulateds) for the five West Philadelphia subway-surface lines and transfer most of the present Kawasaki fleet to North Philadelphia. Among items retained from the first budget draft are \$65 million for new Market-Frankford cars, \$50 million for the Frankford Elevated Reconstruction Project (FERP) and \$30 million for a Railroad Division control center. Downward revisions were made in certain other programs, including the planned Midvale bus garage and the Mainline Bridge, Station & System Improvement Project on the Railroad Division. SEPTA must also contribute \$3.6 million during the year to Amtrak's Centralized Electrification & Traffic Control (CETC) extension from Wilmington to Trenton.

A public hearing on the new capital budget was held on August 19.



Four Amfleet II cars suffered serious damage in the July 31 derailment of Amtrak's Silver Star (Train #82) near Lugoff, SC. For the record, the cars damaged were 25064 (\$250,000), 25060 (\$680,000), 25033 (\$650,000) and 26002 (\$1,200,000). The 26002 (ex-25002) is most likely a complete write-off, and would become the second Amfleet II coach (the other is 25080) to be taken off the roster.

A number of 60-seat Amfleet I coaches have been reconfigured and renumbered this year, with Metroliner coach 21905 becoming Custom Coach 44805, coaches 44832, 44863 and 44885 becoming Metroliner coaches 44932, 44963 and 44985. Two other 60-seat coaches, 21861 and 21886 have been converted to Metroliner coaches 44961 and 44986, while four Metroliner coaches, 21907, 21916, 21970 and 21974 have become train-lined and renumbered 44907, 44916, 44970 and 44974. Three conversions are now under way to permit the addition of a coach to the New England Expresses now running between New York and Boston.

The Star's derailment required Sunnyside to assemble a "scratch" makeup to represent southbound Train #81 on Thursday, August 1. Since the equipment from the Cardinal lays over on Thursday at New York, it formed the nucleus of the replacement trainset. So, a Viewliner sleeper went to Tampa and the Viewliner diner made what was probably its first trip to Florida, on the Miami leg. The Viewliner sleepers, of course, had been on the Auto Train. The Cardinal (Train #51) of Friday, August 2, was sent out with some Amfleet I coaches and the lounge car was blanked until equipment could be shuffled around to cover for the missing cars.

Amtrak has scheduled at least 18 Superliner coaches through Delaware Car at Wilmington for toilet modifications, so the sight of these high-level cars in the Philadelphia area will become fairly common.

Amtrak has offered 17 10-6 sleepers for sale, as follows: 2479, 2663-Silver Slope, 2671-Silver Plateau, 2672-Silver Hollow, 2673-Silver Boulder, 2674-Silver Channel, 2675-Silver Vale, 2677-Silver Basin, 2678-Silver Ridge, 2700-Lake Wales, 2704-West Palm Beach, 2705-Winter Haven, 2707-Bradenton, 2708-Greenwood, 2798-Toronto Islands, 2834-Navajo Valley and 2836-Missouri Valley. These cars have been at Beech Grove for ten years or more and some have been stripped inside. They were intended to be part of the Heritage Fleet HEP program, but were never converted.

Looking into the future, it would appear that some planning is now under way to extend the Sunset Limited east from New Orleans to Jacksonville, and on to Miami via Orlando. The train would apparently continue to operate on a tri-weekly basis and this extension would require a fourth trainset. Manned stations would be added at Pensacola and Tallahassee. Nothing definite has been decided, as far as I can tell. Another route change in the discussion process would involve rerouting either the Silver Meteor or Silver Star's Miami section over the Florida East Coast between Jacksonville and Miami. Apparently, FEC has not provided a negative answer.

VIA Rail Canada is moving forward with its rebuilding program, with more than 50 cars now converted to head-end power. On July 2, the third Canadian trainset was placed in service, with two remaining as steam-heated. Sufficient equipment has now entered the shop to complete this train, and then attention will turn to the Atlantic and Ocean between Montreal and Halifax.

Looking at VIA consists this summer, the Canadian was an all-Budd consist, running 12 cars including two domes, six sleepers and two coaches. During the summer months, the train operates separate from the Skeena between Jasper and Vancouver (otherwise, the Skeena's cars are tied on behind the dome-observation!). The Atlantic and Ocean to Halifax operated at a maximum of 13 cars most days, including four sleepers, three coaches and two Daynighter leg-rest coaches. The train carried a full dining car, a cafe-lounge and a dome-sleeper-observation and was made up of "blue" cars, except for the sleepers, which were Budd-built. The only "blue" sleepers still in VIA service are the 22 "E" series cars. At last count, one was running between Montreal and Senneterre (but was subsequently derailed), six are based at Winnipeg for the Hudson Bay running to Churchill and 15 were assigned to Vancouver to equip the Skeena to Jasper and Prince Rupert.

The venerable Canadian National electrified commuter rail line from Montreal to Deux-Montagnes is down to 12 classic railroad-roof coaches in its fleet. The balance of the locomotive-hauled equipment is made up of 15 coaches leased from VIA plus 11 prewar Canadian Flyer cars (in CN paint). Four trainsets (plus two sets of MU's) are operated, each powered by one or two of the electric locomotives. Plans are under way (finally) to rebuild the line, with replacement equipment likely to be about 50 MU cars. However, that appears to be at least two summers in the future.

In commuter rail items, the Long Island operated parlor car service this summer to Montauk on four Friday trains. All cars are rebuilds from commuter MU cars and are fitted with 45 seats in two-one formation. Two cars have been renumbered, most likely because they have been assigned to commuter clubs. On Wednesday, July 3, the 11 parlor cars left Jamaica as follows: Train 14 (2:29 PM)-two cars, Train 16 (4:25 PM)-six cars, Train 26 (6:29 PM)-two cars and Train 30 (7:33 PM)-one car.

(Continued on Page 16)

ON THE SCENE (Continued from Page 15)

The LIRR has named a number of its GP38-2 locomotives to honor employees who participated in Operation Desert Storm. I also noted rebuilt Alco FA control cab cars 606, 607, 609, and 613-617 in service, along with former F units 619-622. A sister FA is being rebuilt to a stainless-steel-clad power car (rectangular in shape) to operate with the new double-deck cars. Meanwhile, the first FL9 to be rebuilt by ABB has been delivered to Harmon shop for testing. Renumbered 2040, it is the first of ten rebuilds which are now several years behind schedule (and you thought the Norristown cars were the only ABB project behind schedule!).

Metro-North, meanwhile, has received a group of new commuter cars from Bombardier. Six trailer coaches and four cab cars were delivered (two of the latter have center doors for Port Jervis service). Connecticut has received five cabs and five trailers for service out of Grand Central, to be followed by ten additional cars with underfloor power for lights and air-conditioning for the Waterbury branch and the Shore Line East service.

For the time-being, Connecticut has stored its "steam" trainset, but Metro-North is still running four SPV-2000's on the Brewster-Dover Plains shuttle and two others on the off-peak South Norwalk-Danbury shuttle. Service on the Waterbury line, however, is provided by a two-car push-pull set, and a three-car push-pull trainset now operates in the off-peak hours on the Suffern-Port Jervis shuttle train.

At the time of the merger that formed the Pennsylvania-Reading Seashore Lines in 1933, 13 Reading lounge cars were assigned to the line, including seven steel-underframe former Pullman cars and six cars rebuilt from steel coaches. The last car (671-Magnolia), was not converted to a coach until about 1945.

September, 1943 was a calamitous month for the Pennsylvania Railroad in the Philadelphia area. On September 6, the first section of the Congressional Limited derailed at Frankford Junction, killing nearly 80 people, totalling P70 coach 1860 and heavily damaging coach 3941 and diner 8023. Six days later, a fire at Broad Street Station destroyed parlors Rockburn and Engineers' Club and damaged diner 8007. The fire was discovered 22 minutes prior to the departure of Train 208 (in which these cars were included), and several other cars were damaged, including cafe-coach 1110, which was rebuilt and streamlined the following year.

KEY TO ABBREVIATIONS SHOWN IN
SHORTLINE/REGIONAL LOCO ROSTER

ABBREVIATIONS:

D/E - Diesel-electric
D/M - Diesel-mechanical

G/E - Gas-electric
Elec - Electric
* - Non-common carrier

Alco - American Locomotive Company/Alco Products, Inc.
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)
MLW - Montreal Locomotive Works

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NATIONAL RAILWAY HISTORICAL SOCIETY PHILADELPHIA CHAPTER

IN ASSOCIATION WITH
RAIL TOURS, INC. PRESENTS A

FLAMING FOLIAGE STEAM SPECIAL SUNDAY, OCTOBER 27, 1991

JOIN US AS WE RIDE THE LAST TRIP OF THE 1991 SEASON ON RAIL TOURS' FAMOUS POCONO MOUNTAINS FALL FOLIAGE TRAINS. WITNESS AUTUMN LEAF SPLENDOR AT ITS BEST ON THIS 34 MILE TRIP FROM JIM THORPE TO HAUCKS, PA. SEE LAKE HAUTO AND THE VIEW FROM HIGH ATOP HOMETOWN TRESTLE. POWER FOR THIS EXCURSION IS EXPECTED TO BE THEIR NEWLY RESTORED CANADIAN PACIFIC STEAM LOCOMOTIVE 1098, BUILT IN 1913.

WE WILL TRAVEL BY RESTROOM-EQUIPPED MOTOR COACH FROM THE DELAWARE VALLEY TO JIM THORPE (FORMERLY MAUCH CHUNK), ARRIVING EARLY TO ALLOW TIME FOR LUNCH ON YOUR OWN AND TO EXPLORE THIS TOWN ONCE CALLED "THE SWITZERLAND OF AMERICA". OUR TRAIN DEPARTS AT 1:30 PM ON ITS 2½ HOUR JOURNEY, AND UPON COMPLETION OUR MOTOR COACH WILL RETURN US HOME. TRIP RUNS RAIN OR SHINE. NO ALCOHOL PERMITTED.

9:00 AM Lv. HADDONFIELD PATCO STATION Ar. 7:15 PM
10:15 AM (*) Lv. LANSDALE RR STATION Ar. 6:00 PM (**)

- (*) - CONNECTING WITH SEPTA TRAIN 2568 ARRIVING 10:13 AM
(MOTOR COACH WILL WAIT UP TO 45 MINUTES IF TRAIN DELAYED)
- (**) - CONNECTING WITH SEPTA TRAIN 2583 DEPARTING 6:17 PM

MAIL ORDER FORM BELOW TO PHILADELPHIA CHAPTER NRHS, FALL TRIP, P.O. BOX 7302, PHILADELPHIA, PA 19101-7302. ENCLOSE A STAMPED, SELF-ADDRESSED ENVELOPE FOR RETURN OF YOUR TICKETS. MAKE CHECKS PAYABLE TO "PHILADELPHIA CHAPTER, NRHS".

------(CUT HERE)-----

NAME _____
ADDRESS _____
TELEPHONE _____

NUMBER OF TICKETS: ___ ADULT (12 & OLDER) AT \$25 EACH
 ___ CHILD (3 TO 11) AT \$19 EACH (UNDER 3 FREE)

I WILL BE BOARDING AT: ___ HADDONFIELD, NJ - PATCO STATION
 ___ LANSDALE, PA - SEPTA RAILROAD STATION

LANSDALE PASSENGERS: USING SEPTA TRAIN 2568? ___ Yes ___ No



NATIONAL RAILWAY HISTORICAL SOCIETY PHILADELPHIA CHAPTER

P. O. Box 7302, PHILADELPHIA, PA 19101

PHILADELPHIA CHAPTER JACKETS NOW AVAILABLE

Philadelphia Chapter member Wayne Bode has made arrangements to have produced a WearGuard polyester flannel-lined nylon jacket complete with NRHS logo and Philadelphia Chapter identification. These commercial quality jackets are water repellant and wind resistant, machine washable, and feature a drawstring waist, snap front, elastic cuffs and two deep pockets. The jacket color is a Royal Blue with white NRHS identification. A sample jacket will be available for inspection at the September, 1991 Chapter meeting.

Since this is a special order, all jackets must be paid for in advance. The Chapter will accumulate orders and send them in at the end of October. Allow 6 to 8 weeks for processing. Delivery of jackets will be made at the Chapter meeting following receipt of the jackets; you will be telephoned if you were not present for delivery. Order your size according to the following chart:

Order size:	XS	S	M	L	XL	2XL	3XL
to fit men's:	30-32	34-36	38-40	42-44	46-48	50-52	54-56
or women's:	6-8	10-12	14-16	18-20	22-24	26-28	30-32

------(cut here)-----

name _____

address _____

telephone _____

Please order me the following Philadelphia Chapter, NRHS jackets:

___ size XS ___ size S ___ size M ___ size L ___ size XL
at \$32.00 each.

___ size 2XL ___ size 3XL at \$36.00 each

Total enclosed: \$ _____

Make your check payable to "Philadelphia Chapter, NRHS", mail to:

Philadelphia Chapter, NRHS
Attention: Jackets
P.O. Box 7302
Philadelphia, PA 19101-7302

