



CINDERS

APRIL 1993



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Volume 54 Newsletter of the Number 4

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

TIME IS RUNNING OUT FOR "STONY CREEK RAMBLE" TICKETS

"Stony Creek Ramble" is the name chosen for the unusual SEPTA excursion scheduled for Sunday, April 25, to be sponsored by Philadelphia Chapter.

Highlight of the day will be a run over SEPTA's ex-Reading Stony Creek branch between Norristown and Lansdale, eight miles of which were out of service for 12 years until reopened by Conrail this past February. The most recent excursion to operate over the Stony Creek was a Philadelphia Chapter special on Sunday, September 18, 1949, and regular passenger service ended in 1936!

STONY CREEK BRANCH—EASTWARD

GRADE	Distance from Lansdale	METHOD OF OPERATION	STATIONS	NO. OF MAIN TRACKS	STATION SIGNALS	Location of Sidings and Car Capacity Based on 44 Ft. Cars	
0.0	0.0	AUTOMATIC BLOCK SYSTEM	LANSDALE	1 Main Track	MA	Yard	
-0.2	1.8		KNEEDLER			Y.L. T.O.	
-0.5	2.8		WEST POINT				
-0.8	5.1		BELFRY				
-0.7	7.5		HARTMANPT				
-0.8	10.1		BLM STREET			Y.L.	Yard
-0.8	10.4		MAIN STREET				
+0.2	10.9		NORRISTOWN			Y.L.	Yard
			(De Kalb Street)				
	28.1		PHILA. (Rdg. Term.)			Y.L. T.O.	GS

The "Stony Creek Ramble," consisting of SEPTA's two RL1 diesel locomotives and five Bombardier coaches, will leave the Upper Level of 30th Street Station, Philadelphia, at 9:45 AM, picking up passengers at Jenkintown at 10:15 AM. Following a lunch stop, the train will leave Lansdale at 12:30 PM. Several photo stops are scheduled, and the possibility exists of covering additional freight-only trackage. A sidetrip over the little-used former Reading Bethlehem branch to Telford, PA is also planned.

The special will return to 30th Street Station about 5 PM. Convenient SEPTA and Amtrak service is available to and from 30th Street, and there is ample parking in the area. Chapter Member Frank Lancaster will be the engineer on the "Stony Creek Ramble," and both he and his conductor have already qualified on the Stony Creek and Bethlehem branches.

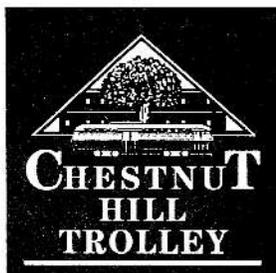
The fare for this unique "rare-mileage" excursion is \$35 per person (children under five are free). Tickets should be ordered with a check payable to "Philadelphia Chapter NRHS" to P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing a stamped, self-addressed envelope. Depending on availability, tickets may also be purchased at the Chapter's monthly meeting on Friday, April 16. For further information, telephone 215-947-5769 evenings before 9:30 PM.

"CHESTNUT HILL TROLLEY" SPECIAL SET FOR APRIL 18

A green PCC bearing "Chestnut Hill Trolley" logos will glide out of SEPTA's Luzerne depot at 11 AM on Sunday, April 18 with a group of Philadelphia Chapter trolley fans enroute to Chestnut Hill (of course). The occasion will be the first PCC charter since SEPTA closed down the Route 15-Girard Avenue line and started the weekend-only Chestnut Hill service last September.

The itinerary will include a trip along Route 23 rails on Germantown Avenue, and possibly other trackage if that can be arranged. In addition to visiting Chestnut Hill loop and Germantown depot--the current endpoints of the tourist service--the chartered car is also expected to circle the Mermaid loop as well. Numerous photo opportunities will be available during the day.

SEPTA plans to close Germantown depot as a bus garage sometime this spring, and transfer the base for the operating PCC's from Luzerne to Germantown at that time. In addition, SEPTA will replace the rail on Route 23 between Wayne Junction and Erie Avenue this season, cutting Chestnut Hill off from the rest of the system for several months.



Only one of the three green PCC's is available for charter, limiting ridership to that one car. Fare for the excursion is \$20 per person, and SEPTA will require each passenger to sign a liability release before departure. Tickets should be ordered from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing a stamped, self-addressed envelope. The trip is expected to be sold out well before the April 16 Chapter meeting.

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
National Director.....Frank G. Tatnall, Jr.
Historian.....Larry A. DeYoung
Editor.....R. L. Eastwood, Jr.

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Equipment.....Michael F. Hopkins
Membership.....Sheila A. Dorr
Newsletter.....R. L. Eastwood, Jr.
Program.....Douglas W. Watts
Publications.....Harrison Garforth, Jr.
Publicity.....Thomas F. Moran
Trip.....Michael F. Hopkins

MEETINGS: 7:30 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), Meeting 7:30 PM.

ANNUAL MEMBERSHIP DUES: \$26.00 per person, which includes Chapter and National dues. Chapter-only dues \$13.00 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.

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

OUR MEETING:



FRIDAY, APRIL 16, 1993

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 7:30 PM
Parking in Wills Eye Hospital garage, 9th Street above Locust (\$5.00 after 6 PM), or Parkway Garage, also 9th above Locust (\$5.75 after 6 PM), Downtown Garage, Walnut Street east of 10th (\$5.00 after 6 PM)

Our April 16 program will feature Chapter Member J. William Vigrass, who will present a narrated slide program entitled "ALASKA RAILROAD - 1959", featuring an in-depth look at this interesting operation, which at that time was still a ward of the Federal government. This nostalgic look back at railroading in the 49th state will be a sure pleaser to all present.

The usual sit-down dinner will be held 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, APRIL 13, 1993 to National Director Frank Tatnall at 215-828-0706, before 6 PM or after 7:30 PM. The ordering deadline is strict and you are asked to specify when ordering if you desire a fish dinner.

Mark your calendar for Friday, April 16, 1993 as we enjoy a look at the Alaska Railroad!

NOTICE OF ANNUAL MEETING AND ELECTION

Notice is given of election of Chapter officers to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Friday, April 16, 1993, beginning at 7:30 PM. The Chairman of the 1993-94 Nominating Committee is:

Mr. Wayne W. Bode
502 N. Essex Avenue
Narberth, PA 19072-1702

215-664-4478

Any member in good standing who is interested in running for election to office for the position of President, Senior Vice President, Vice President and Treasurer, Secretary or National Director should contact the Chairman of the Nominating Committee prior to the April meeting.

CHAPTER'S NEW MEMBERSHIP FOLDER IS NOW AVAILABLE

Philadelphia Chapter has produced a new promotional leaflet which is aimed at building Chapter membership. Entitled "Make Your Day!", the two-sided folder targets new members for the Chapter and the Society, rather than attracting associate members or current members of other NRHS chapters.

A message citing the many good reasons for joining our Chapter is contained on one side of the folder, and an NRHS membership application is reproduced on the other side. That application may be used to apply for any type of membership.

The folder will be distributed at hobby shows and on excursions such as the Chapter's upcoming "Stony Creek Ramble." Copies will also be available at Chapter meetings or by contacting Membership Chair Sheila Dorr at 2 Rockglen Road, Wynnewood, PA 19096-3825 (telephone 215-642-2830 leaving a message on her answering machine). Membership applications should be returned (with check payable to the Chapter) to: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. Annual dues are \$26 per person (\$29 family).

AMTRAK RES CENTER TOUR UPDATE

Members wishing to tour Amtrak's Fort Washington reservations center on the Chapter's tour on Saturday, April 17, 1993 are reminded that they must make reservations with Editor Larry Eastwood at 215-947-5769. Preference will be given to members who did not participate in last year's tour, although "repeat customers" may place their name on a waiting list. The tour begins at 2:30 PM.

Those wishing to use SEPTA's R5 service to Fort Washington are advised to use Train #1542, which departs 30th Street Station at 12:15 PM, and is scheduled to arrive Fort Washington at 12:56. Because of the bridge replacement at Elkins Park the weekend of April 17-18, bus substitution between Fern Rock and Jenkintown will delay the arrival at Fort Washington, thus making it inadvisable to use Train 1546.



It is expected that Amtrak's first Superliner II car, a sleeper, will come on line in June. Initial schedules call for receipt of 14 sleepers and 10 dormitory cars in 1993, and completion of the full order by the end of 1995. Two production lines will be established and production should reach a combined total of five cars per month. One line will build the 49 sleepers, followed by the six deluxe sleepers and then the 38 coaches. The second line will build the 12 dormitory cars, 20 diners and 15 lounges, finishing its run in April, 1995. Assignments of the new cars are subject to change, but it's believed that consists of existing western trains will be beefed up to accommodate extra travel and then attention will turn to re-equipping the Auto Train, Capitol Limited and City of New Orleans.

On March 8, Amtrak issued a sales offer which will just about clear out all remaining cars and locomotives currently stored. Some of these pieces of equipment have been in storage for more than 12 years. A summary of the equipment being disposed of is as follows:

Location	Locomotives	Power Cars	Passenger Cars	Turboliners	Work Equipment
Beech Grove, IN		1	56	14	2
Wilmington, DE	8	1			4
Bear, DE			1		5
West Yard, DE					7
Penn Coach Yard, PA			1		3
Odenton, MD					2
Providence, RI					4
Winslow, NJ					1
New Haven, CT					4
Sunnyside, NY					6
Washington, DC					2
Sanford, FL			2		
New Orleans, LA					1
	8	2	60	14	41

The locomotives include wrecked E60CP 954 and the seven remaining E44's (540-541, 543-547). Work cars include former freight and passenger equipment. The Turboliners include 1973 units (both five-car sets) and some 1975 units (cabs 58, 59 and trailers 80 and 81). Among the passenger cars are 20 domes, most of which have not run since the beginning of the 1980's. With all of the new equipment coming on line beginning this summer, Amtrak has finally written the first chapter of the final volume on the Heritage fleet.

In commuter rail news, Metro-North has taken delivery of FL9's 2014 and 2016, the fifth and sixth units in the former New Haven paint scheme. Though these units have been refurbished, they have received 645 power assemblies rather than the new 710 prime movers in the ten rebuilt units.

North Carolina's two rebuilt CSXT GP40's are numbered 1768 and 1792. The five cars, ex-Kansas City Southern, ex-C&NW, are numbered in the 4000-series.

Maryland's MARC, meanwhile, should soon be receiving ten additional coaches from Sumitomo. These were to replace leased "Boise Budd" coaches from Virginia Railway Express, which, ironically, replaced the last powered Budd RDC's in early January.

In late February, I rode the "Chestnut Hill Trolley" and found my return trip curtailed due to an oil spill. But, we did find out that the cars can negotiate Mermaid Loop! The reconstruction of the rail (and paving) between Wayne Junction and Erie Avenue will remove the worst section of the remaining "old rail" on Germantown Avenue. This will leave three short sections totalling about seven blocks to go, including a section up the hill south of Mermaid Lane.

The Reading's last new steam-hauled cars, excluding the Crusader equipment, were a group of 34 cars built in 1927. The order was made up of coaches 1525-1549, combines 589-593 and cafe cars 1186-1189. All of these cars were air-conditioned in the mid-1930's but were otherwise unchanged. One of the cafe cars, the 1189, was reconfigured as a diner-parlor for Philadelphia-Shamokin service and six of the coaches received reclining seats and smoking lounges for "mainline" trains to Pottsville and beyond. They replaced Pullman parlor-buffet cars.

The Crusader, of course, involved new cars and rebuilt locomotives. In the post-World War II era, the Reading reversed the drill, rebuilding coaches but hauling the trains with new Class G3 Pacific-type steam locomotives.

ON THE SCENE (Continued from Page 3)

All Aboard Wall Street

A WORTHY COMPANION TO THE "CRUSADER"



Between PHILADELPHIA and NEW YORK via Reading - Jersey Central Lines

Modernized, Streamlined Equipment

First off the mark was the Wall Street, replacing the old Wall Street Special. The train entered service between Philadelphia and Jersey City on March 1, 1948, making one round-trip weekdays, running a different round-trip schedule Saturday and resting Sunday. The consist was made up of three coaches and a club car, rebuilt from 1300-series coaches and a cafe car rebuilt as a diner with cocktail lounge. Dining service ended in April, 1960, according to the Official Guide and, of course, Budd RDC's took over the service on October 2, 1966. Standard equipment was coaches 2000-2002, diner-lounge 1187 and club 2050, which had 34 lounge chairs and 16 table chairs. The latter car ultimately was sold to the Panama Railroad in the 1960's.

For the mainline, a new Schuylkill was introduced on September, 14, 1948. Fully rebuilt were three 57-passenger coaches (2010-2012) and a grill car (2060) which in reality was a coach with a small lunch counter and several tables at one end. This car is now a restaurant on Pennsylvania Route 25 at Fountain, PA, and one can still enjoy a meal in a Reading dining car today!

The train made two round-trips daily between Pottsville and Philadelphia, spending the night at the upstate terminal. The consist was filled out by a combine and several coaches which were refurbished

with full-length skirting but yet retaining their existing walkover seats. A total of seven coaches were rebuilt for the Schuylkill and its later running mate, the King Coal.



"SCHUYLKILL"...Fast, Modern Train between PHILADELPHIA, READING and POTTSVILLE

The King Coal entered service on September 25, 1949, making a daily round trip between Shamokin and Philadelphia. For this train, another four 2010-series coaches were fully rebuilt and diner-parlor 1189 was modernized to match these cars. Once again, the consist was filled out by a modernized combine (592-593 were refurbished) and some of the eight modernized coaches (my records show these as 1525, 1534, 1535, 1536, 1537, 1542, 1544 and 1545). Furthermore, Reading rebuilt reclining seat-coach 1548 with wide windows (but, old trucks and no cutouts - see the masthead on Frank Tatnall's column).

In April, 1952, the diner-parlor was cut back to Pottsville (for some of the King Coal's life, Pottsville passengers and cars transferred to earlier Train #95 at Port Clinton). In October, 1955, schedules show the end of parlor service and July 1958 saw the end of meal service on both trains (as far as I can tell from the schedules).

Two consists from November, 1957 show Fairbanks-Morse Train Masters powering the Schuylkill and King Coal. The King Coal's consist was FM H24-66 #865, combine 589, Railway Post Office 1736, coaches 2016, 1548, diner-parlor 1189-King Coal, combine 592, coaches 2012, 2014 and 1536. The Schuylkill was carded with FM H24-66 864, RPO 1720, combine 593, coaches 1545 and 2013, grille 2060, coaches 2015 and 1534.

The July 1, 1963 schedule change, which saw Reading lose its mail contracts, found Budd RDC's taking over most service and relegating the cars to secondary service. Five of the 2000-series coaches (2001, 2002, 2012, 2014 and 2015), plus standard coach 1547, were converted to the push-pull train equipment which at first ran between Philadelphia and Jersey City, and later as Trains 4 and 7 between Philadelphia and Reading.

An eight-car train included coaches 2000, 2010, 2011, 2013, 2016 and three 1500-series coaches. This train was a reserve set of equipment, seeing service during some SEPTA transit interruptions.

When the Crusader was removed from service in 1961 (sold to Canadian National in 1964), rebuilt cars replaced it. Since meal service had been replaced by cafe service, the Crusader received a reconfigured car from the King Coal (the 1189), lettered Crusader, and the Wall Street received the 2060, the Schuylkill's grill car.

This equipment, of course, was painted in the Reading's "deluxe" two-tone-green livery, with the lighter shade of green across the window band.

Two Round Trips Weekdays
 ONE ROUND TRIP ON SUNDAYS
 Beginning Sunday November 14th
 NOTE: Your regular coach ticket entitles you to use all the SCHUYLKILL's facilities at no extra cost!



An individual reading light at each seat — may be turned on or off at will

Modernized Streamlined Train

SYMBOL OF

Comfort and Pleasure

Ride this modern train between Philadelphia and Shamokin

FOR YOUR DINING PLEASURE

SERVING MEALS, SNACKS OR REFRESHMENTS

Dining Car Service
 (Between Philadelphia and Pottsville)
 Weekdays (except Holidays)
 Trains Nos. 97 and 6
 Sundays and Holidays
 Trains Nos. 97 and 2006

Grill Car Service
 (Between Philadelphia and Pottsville)
 Weekdays (except Holidays)
 Trains Nos. 7, 11 and 10
 Sundays
 Train No. 2009
 Holidays
 Trains Nos. 7, 11 and 2010

PHILADELPHIA



FRANK G. TATNALL, JR.

Major surgery on SEPTA's Mainline through North Philadelphia will resume May 2 when Phase II of the massive RailWorks project begins. Suspension of rail service between Wayne Junction and Market East will allow SEPTA to replace the remaining jointed rail south of North Broad station, complete the new Temple station and finish bridge construction and other work in the renewal of this vital four-mile spine of the Regional Rail system. Passengers from northern suburbs will again be asked to use the Broad Street subway between the Fern Rock transfer and center city. The Mainline is scheduled to reopen September 5.



SEPTA plans to operate two diesel-powered trains directly to and from 30th Street Station during the RailWorks shutdown, helping relieve the rush-hour crush of rail commuters in the subway. One train is to originate at Doylestown and the other at West Trenton, operating over CONRAIL trackage between "Newtown Junction" and "Zoo." SEPTA plans to lease three surplus U34CH locomotives from NJ TRANSIT to help with the alternate service..... North Broad station was closed March 13. Two side platforms will replace the current island platforms and tracks #1 and 4 will be moved to a straight alignment before the station is reopened in September.....The R6 Norristown Line will be among those closed for RailWorks, but work has already begun to install additional welded rail. New rail is now in place as far south as Miquon, with service maintained by single-tracking.

Activity continues at the site of SEPTA's new Overbrook Maintenance Facility in West Philadelphia. Last month several CONRAIL gondolas were spotted for loading of used rail lifted from the old freight yard tracks.....After more preparatory work over the weekend of February 27-28, SEPTA has decided to roll in the center section of the new bridge at Elkins Park on April 17-18. The span will allow four lanes of Old York Road to pass beneath SEPTA's Mainline.....NJ TRANSIT last month sent six Arrow III MU's and 11 coaches to Wayne shop to be run through the SEPTA wheel machine. A Federal Railroad Administration inspection sidelined many NJT cars, creating an overload at the Meadows Maintenance Complex at Kearny, NJ.

A study made public last month predicts that Philadelphia's new convention center will have sufficient parking--more than 7,000 spaces within a four-block radius--to handle even the largest "gate" shows such as the Flower Show. But a major caveat is that a bigger percentage of local patrons attending such shows must be persuaded to use public transit.....The heavy rainstorm of March 4 produced one predictable side effect--the Norristown Line tracks at Conshohocken station were again flooded. SEPTA was forced to suspend R6 service from 4 PM until the following morning.....The Daily Local News reports that a Norristown man was charged with robbing the Malvern Savings Bank in Berwyn on February 26. How was he caught? Well, he planned his escape via SEPTA but the train was delayed by snow and he was nabbed at Devon station, still waiting (Paul Kutta).

PennDOT Official Harvey Knauer said last month that the project to rebuild Interstate 95 within Pennsylvania will cost up to \$3 billion and require an expansion of SEPTA rail and express bus service to accommodate some of the traffic. The first phase, between center city and the Pennsylvania Turnpike, will begin in 1996. New transportation centers will be built for SEPTA along the AMTRAK mainline at Woodhaven Road in Bensalem and at Crum Lynne near Chester. Parking lots at Woodbourne and Claymont will also be expanded. PennDOT is considering additional operating assistance to SEPTA to pay for new express service to and from center city..... Consultants have dropped the idea of building a SEPTA commuter rail line in the median of the Route 422 Expressway in Montgomery County.....SEPTA will purchase two trainloads of welded rail from CONRAIL for the Media-Elwyn line.....Tree trimming work on the Chestnut Hill West Line is causing single-track operation.



The SEPTA board on March 8 voted to purchase the 1234 Market Street building for up to \$64.8 million, turning it into a headquarters for offices new scattered in five other locations. The Federal government owns 1234 as one of the assets seized last December from the failed Meritor Bank. Mellon Bank had an option to buy it but dropped out, allowing developer Brickstone Realty to negotiate directly with the government. Brickstone would renovate the building and resell it to SEPTA, which expects to save \$2 million in annual rental costs when it moves in next year or in 1995. SEPTA plans to occupy about 360,000 square feet, leaving some 175,000 feet of rental space. In probably the City's biggest real estate deal of the year, SEPTA chose 1234 over the runner-up, the ex-Cigna headquarters at 1650 Arch Street.

General Manager Louis Gambaccini warned last month that SEPTA will need another fare increase or substantial service cuts if the State and City do not increase their subsidies to the Authority. Another fare boost, he said, would simply accelerate the trend of declining ridership seen in recent years. He asked City Council to add \$3.4 million to the existing annual subsidy of \$46 million, but in its final budget plan approved last month Council did not do this.....Congress will rush through President Clinton's \$16-billion economic stimulus package, probably before Easter, the Kiplinger Washington Letter reports. The plan includes about \$4 billion to be spent on transportation infrastructure improvements, with \$2.9 billion for highways and \$736 million for transit. In general, said Traffic World, transportation escaped major cuts in the recent round of budget trimming. Creation of jobs quickly seems to be the major goal of the new program.

PHILADELPHIA EXPRESS (Continued from Page 5)

"Things That Aren't There Anymore" was the title of a new documentary shown last month on Channel 12 public TV, which highlighted the area's nostalgic past. The show included numerous scenes of old Philadelphia trolleys and featured an interview with former SEPTA official John Tucker as well as a memory piece on Willow Grove Park. The old Delaware River ferries were shown, but surprisingly the word "railroad" was never mentioned, nor were there any scenes of trains or the City's great railway stations. Perhaps there will be a second section of this program.....SEPTA GM Gambaccini last month defended the use of dogs by police in subway patrols (see March Cinders), in spite of strong criticism by certain City Council members. SEPTA also cited statistics showing that serious crimes in the subway system had dropped from 1,463 to 591 per year in the four years since the dogs were acquired. He did agree that SEPTA police officers should undergo "diversity training" to better understand social problems.

Member Bill Vigrass, now a consultant for Hill International of Willingboro, NJ, has prepared a booklet on the modernization of SEPTA's Route 100 Norristown High Speed Line for the National Model Railroad Association convention at Valley Forge in August. Among interesting items mentioned is a plan to build a turnback siding at Radnor, allowing the start of three types of service after sufficient N5 cars arrive: Norristown expresses, Radnor limiteds and Bryn Mawr locals. Two portable substations will be utilized on the 13.4-mile line in addition to the recently-upgraded subs at Beechwood, Villanova and Hughes Park. Total cost of the 26 N5 cars is expected to be \$55 million.....We neglected to mention last month that the color photo of N5 #451 in Railway Age was taken by Bill Vigrass.....The 451 resumed revenue service on March 3.

In a surprise move, SEPTA on March 12 transferred 20 PCC cars from Luzerne depot to storage at Callowhill depot. Instead of trucking them as before, SEPTA installed a temporary track connection at 12th & Girard fabricated from angle iron, and moved the cars all-rail.....The Chestnut Hill trolleys did not operate on the March 6-7 weekend nor during the snowstorm March 13-14.....Starting March 1, Route 11, 13 and 36 cars were diverted to the 40th & Market subway station, allowing track reconstruction on Woodland Avenue between 40th & 41st. The work continues this month, and additional Route 34 cars are running between the portal and Juniper station.....Route 13 cars are terminating at the Mount Moriah loop while trackwork continues in Yeadon.....Have you noticed those new "Green Line" (read subway-surface) signs at the 30th Street subway station?.....SEPTA plans to move several PCC's from Luzerne to Germantown depot for storage.

Mayor Rendell on March 16 unveiled the first of 27 new "Art in Transit" bus shelters along Chestnut and Walnut Streets in center city. Featuring back-lit display panels of area attractions, the shelters replace the seedy structures dating from the 1976 Bicentennial.....A passenger was killed by a Frankford-bound subway train at the 15th Street station on March 9. The 54-year-old man apparently was leaning over the track to see if a train was approaching....."SEPTA Night at the Phillies" will occur on May 8, 12, 25 and June 7 at Veterans Stadium, when a TrailPass or TransPass is good for a free general admission ticket to a Phillies game, or worth \$4 toward an upgrade to a box or reserved seat.



AMTRAK plans to spend \$35 million on track maintenance this year between New York and Washington. The railroad is also planning to reconfigure several interlockings for high-speed crossover moves as funding permits. These would include movable-point frogs similar to those installed at "Grove" south of Baltimore. Another future experiment will be with European-style constant-tension catenary as contrasted to the standard rigid catenary, according to Chief Engineer David Staplin. Constant-tension catenary will be used on the New Haven-Boston electrification now in the engineering stage.....This writer has started a list of "Things I Have Finally Noticed." In addition to the non-mirror-image CONRAIL logos (see February Cinders) I note that AMTRAK no longer uses red lenses in the home signals at Overbrook--even though it is converting to color-position signals elsewhere.

AMTRAK has asked Congress for an additional \$57.5 million in operating subsidies to make up for a shortfall in 1992 revenues (Traffic World).....Among the budget cuts approved last month by President Clinton was money for high-speed rail development.....In our comments last month on AMTRAK's newly-released annual report for Fiscal Year 1992, we failed to note that system ridership dropped to 21.3 million passengers from 22 million the previous year, and passenger miles from 6.3 billion to 6.1 billion, the first such decline in several years. The average age of the passenger fleet is now 21.5 years.....Alcohol testing of transportation workers on big carriers will begin next year, under new DOT rules. Railroad engineers and airline pilots are among those included, with those testing positive to be removed from their jobs and given a chance for rehabilitation.

AMTRAK plans to operate the X2000 train as Metroliners 202/223 between Washington and New Haven through May 7. So far it's run flawlessly.....Narragansett Newsletter now reports that the second AMTRAK locomotive temporarily seized by sheriff's deputies in New Haven last January (see February Cinders) was not an AEM-7 but F40 diesel #375. Both were later released by court order.....A leaflet issued by AMTRAK for its Army-Navy football special in November read in part as follows: "...You can enjoy food and beverage service while you experience the magic of the train with your fellow football fans." Where is spell-check? (Baltimore Chapter Interchange).....NJ TRANSIT plans to begin its new Atlantic City-Philadelphia service May 2.



While CONRAIL and other major railroads are not happy with President Clinton's recently-announced plan for an energy tax based on BTU (British Thermal Unit) output, they concede that it will hit the trucking and barge industries harder than the rails when applied to diesel fuel consumed. But when applied to a major commodity like coal, it will add about \$5.50 to the price of each ton and might possibly reduce the volume of coal moving by rail. A recent change, however, will exempt export coal from the BTU tax (Traffic World).....In its drive to secure new business from over-the-road truckers, CONRAIL has gained about 9,000 trailerloads a year from KLLM, the nation's third largest trucker of refrigerated commodities.....CONRAIL and C.W.S., Inc.

RAILROADS AND TRANSIT CRIPPLED BY "BLIZZARD OF '93"

The great "Blizzard of '93" which struck the Northeast United States on Saturday, March 13, dumped heavy snow on a wide area, then compounded the misery with sleet, rain and hurricane-force wind gusts. Transportation in all its forms was severely affected during the entire weekend, and only began returning to normal on Monday the 15th.

The Philadelphia area was buried under at least a foot of snow and much higher drifts. Then, an icy crust produced by the rain and a sudden freeze on Saturday evening created nightmarish conditions for highway crews, railroad and transit workers, police and anyone else forced to venture outdoors. AMTRAK's Northeast Corridor was thrown into turmoil but managed to maintain a semblance of service, while SEPTA virtually shut down its system. All limited-access highways in the State were closed, including the Pennsylvania Turnpike, and Philadelphia International Airport was embargoed from Saturday morning to 10 AM Sunday, stranding many passengers. Three days later, flight schedules were still not fully restored. Street plowing in the City and suburbs was often non-existent, except on major thoroughfares, and even the immensely popular Philadelphia Flower Show was forced to close early Saturday afternoon and did not reopen on Sunday. The Greenberg Train Show at Valley Forge Convention Center was also impacted, as all major roads in the area were closed under a state of emergency declared by Governor Casey. In New Jersey a similar edict was issued.

Here is a brief summary of what happened to the various local carriers:

AMTRAK Snow emergency Plan "Z" was imposed early on Saturday--the most serious level of alert on the Northeast Corridor under which maximum train speeds are cut to 65 mph. Virtually all trains were delayed, some of them running three or more hours late, but travel volume was light. Of 46 scheduled New York-Washington trains, 40 ran late. Among the many problems were frozen switches at several locations and a rash of locomotive failures. Eastbound Broadway Limited #40 was 2-1/2 hours late and westbound #41 was cancelled. Train #88 Silver Meteor had to be terminated at 30th Street when the HEP failed on E60 #607. Atlantic City-bound trains 653 and 693 were also terminated at 30th Street and combined 661-663, the only train that made it to the shore, was 3-1/2 hours late. Out of Atlantic City, trains 654, 664 and 696 were combined. Train 95 was delayed one hour at Wilmington for engine failure, and E60 #610 was added. Train 43 Pennsylvanian suffered a failure of F40 #210 at Harrisburg, so F40 #355 was removed from #42 and substituted for the run to Pittsburgh. Train 43 finally left Harrisburg nearly four hours late, while 42 was combined with train 616 eastbound and terminated at 30th Street.

On Sunday morning a downed tree near Glenndale, MD caused catenary damage, adding more delays to those caused by the snow. Of 42 New York-Washington trains operated this day, 40 ran late. Delays ranged up to six hours for train #184 and seven hours for #182. Train 41 to Chicago was operated (3-1/2 hours late at Harrisburg) but #40 was cancelled. Train 82 Silver Star was terminated at 30th Street when its crew ran out of time and train #44 from Pittsburgh arrived nearly five hours late. (In spite of snow depths of over two feet in many areas, the Pennsylvanian managed to complete all of its weekend runs.) Train #61 Montrealer arrived at 30th Street over five hours late. Most Atlantic City trains operated but with serious delays, #653 from Springfield arriving A.C. six hours late. Collapse of the track fence at Radnor station fouled tracks #2 and 3, delaying trains on the Harrisburg line.

Signal and dispatching problems from the control center in Jacksonville forced CSX to suspend most Amtrak service until Tuesday, causing the cancellation of the Capitol Limited, Cardinal and the Florida trains south of Washington. The Broadway Limited operated over Conrail rather than CSX between Pittsburgh and Chicago on Sunday and Monday. Meanwhile, on the Corridor Monday morning saw a gradual return to normal service, with only 21 of 75 scheduled New York-Washington trains reported late that day.

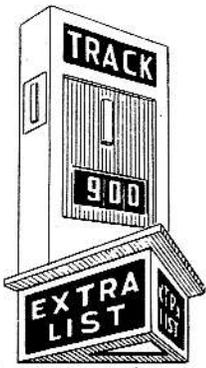
SEPTA REGIONAL RAIL On Saturday the R7 Chestnut Hill East and R8 Fox Chase Lines were shut down, and other lines ran with numerous delays. By 6 PM the entire system was closed, frozen switches and a shortage of crews attributing to this decision. All lines remained closed on Sunday, except that several employee and "patrol" trains were run. By Monday morning near-normal service was restored to all lines except the R6 Cynwyd, though SEPTA was advising the public to expect 15-minute delays. A bigger problem at many stations was the failure to plow out parking lots. Service on the R2 Warminster Line was curtailed for three hours in midday when a catenary wire fell at Warminster station. Trains were turned at Willow Grove.

SEPTA TRANSIT On Saturday afternoon SEPTA pulled all of its buses and trolleys off the streets because of severe snow and ice conditions. Even the Market-Frankford Line was closed down because of frozen switches, traction motor problems and snowdrifts causing trains to go into emergency braking. Suburban rail routes 100, 101 and 102 were also shut down. By evening only the Broad Street subway was still in operation. On Sunday Market-Frankford service was resumed, the 101-Media, 102-Sharon Hill and subway surface trolleys were back in operation but running with delays. Some buses ventured out in the City but the 100-Norristown High Speed Line remained out of service because of packed snow and ice under the third rail covers. Those bus lines in operation were confined to major streets.

By Monday morning all rail routes were operating except the 100, but 42 bus routes were still out of action. The Market-Frankford Line eliminated rush-hour skip-stop operation for the day. Later on Monday Route 100 cars began running between 69th Street and Bryn Mawr, although public advisories from SEPTA continued to say that the line was closed. By late afternoon, with a bright sun contributing to the melting action, service was restored all the way to Norristown. On Tuesday morning 17 bus routes were still not running, and the 101 Media trolleys were terminating at Bowling Green due to ice on State Street in Media.

NJ TRANSIT On Saturday NJT pulled all of its buses off the roads statewide, except the shuttles between the Atlantic City rail station and the casinos. (Coastal towns received less snow but were alerted to severe tidal flooding which failed to occur when the winds shifted.) Atlantic City-Lindenwold and Trenton trains continued to operate but with delays. On Sunday most rail lines had service but few buses were running. Monday saw normal train service but some bus lines still were shut down, especially around Camden.

(Continued on Page 11)



APRIL 17, 1993: Second tour of Amtrak reservation center, Fort Washington, PA, sponsored by Philadelphia Chapter NRHS, will include all phases of reservations process in this large computerized facility. Tour will begin at 2:30 PM in lobby of Amtrak building on Commerce Drive in Fort Washington. Van service available from and to SEPTA station. There will be no charge but tour is limited to Philadelphia Chapter members. Reservations should be made with Larry Eastwood by telephoning 215-947-5769 (before 9:30 PM).

APRIL 18: PCC excursion using SEPTA "Chestnut Hill trolley," sponsored by Philadelphia Chapter NRHS. Special car will leave Luzerne depot, Luzerne Street & Old York Road, at 11 AM, covering Route 23 trackage to Chestnut Hill and loop through Germantown depot, returning to Luzerne about 3 PM. Other trackage may also be covered. Fare: \$20 per person. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.

APRIL 24: Anthracite Railroads Historical Society Spring Convention will be held at Holiday Inn, 5th Street, Reading, PA. Seminars, models, displays. For additional information, write: ARHS, Reading Convention '93, P. O. Box 519, Lansdale, PA 19446.

APRIL 25: "Stony Creek Ramble" rare-mileage excursion over SEPTA lines in Philadelphia area, including recently-reopened Stony Creek branch between Norristown and Lansdale, PA. Special train, consisting of SEPTA push-pull cars powered by diesel locomotives, will also cover portion of the former Bethlehem branch. Regular passenger service on the Stony Creek branch ended by 1936 and the last fantrip operated in 1949. Sponsored by Philadelphia Chapter NRHS, the "Stony Creek Ramble" will leave Amtrak's 30th Street Station (Upper Level) at 9:45 AM, Jenkintown at 10:15 AM and Lansdale at 12:30 PM. Lunch stop and photo opportunities are scheduled. Fare: \$35 per person. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope. For information, telephone 215-947-5769 evenings 7-9 PM.

MAY 15: Delaware Transportation Festival at Amtrak station, Front & French Streets, Wilmington, DE, sponsored by Delaware DOT, Amtrak and City of Wilmington. Hours: 10 AM to 5 PM. Admission free. Rail equipment displays, SEPTA train rides, model railroad exhibit and souvenirs will be featured, plus free cruises on ship Miss Kathy on the nearby river. For information on exhibiting, telephone De1DOT at 302-577-2025.

MAY 22: 11th national Model Trolley Meet at Valley Forge Convention Center, King of Prussia, PA, 9 AM to 10 PM, sponsored by East Penn Traction Club. Registration: \$18 per person. Operating layouts, movie and slide presentations, model contests, clinics, commercial displays and tables will be featured. For registration and information, write: George VanDeventer, 1470 Kingsley Drive, Warminster, PA 18974.

MAY 29-30: 4th annual Electric Railway Weekend sponsored by Central Electric Railfans' Association in Cleveland, OH, celebrating 25th anniversary of rapid transit extension to Cleveland-Hopkins Airport. Visit to Trolleyville U.S.A. on Saturday and tour of entire light and heavy rail CTA system on Sunday. Tickets for entire weekend: \$40 adults, \$20 children (5-11). Order tickets from: CERA, P. O. Box 503, Chicago, IL 60690, enclosing stamped, self-addressed envelope.

MAY 29-30: "Camp Carroll 1863" recreation of historic Civil War railroad operations on original right-of-way in Baltimore, sponsored by B&O Railroad Museum and Mount Clare Plantation Historic House Museum. Among operating equipment will be replica of 1837 B&O locomotive Lafayette, telegraphers dispatching trains and functioning teamsters with horses and wagons. The 1856 locomotive William Mason will be on display. For information, telephone 410-837-3262.

JUNE 12: 2nd annual New York Cross Harbor Railroad Railfan Day, including visits to rail and marine operations, motive power displays and night photo session. For information, send stamped, self-addressed envelope to Vanderbilt Transportation Associates, P. O. Box 568, Maspeth, NY 11378.

JULY 17-21: Chicago pre-convention tour including rail attractions and museums in Wisconsin, sponsored by Overland Chapter NRHS. Group leaves Chicago Union Station aboard Amtrak Empire Builder at 3:15 PM July 17. Fares per person: \$624 sharing hotel room, \$739 with single room. Fares include rail and bus travel, hotels, museum admissions, three meals per day and admission to convention activity at Illinois Railway Museum on July 21. Deposit of \$200 will hold reservation until June 8. Make checks payable to: Overland Chapter NRHS, 1412 12th Street, Moline, IL 61265-3075, including telephone number with reservation request. For further information, telephone 309-764-1834. (Ten-day post-convention trip through Midwest also available from Overland Chapter.)

JULY 19: Washington, DC Chapter's heavyweight Pullman car Dover Harbor will leave Washington on the rear of Amtrak's Capitol Limited to Chicago for the 1993 NRHS convention. Car returns to Washington on the Capitol July 25 after the convention ends. Round-trip all-inclusive fare: \$525 per person (\$500 if payment made before April 15). For reservations, write: Henry Bielstein, ticket agent, 13425 Reid Circle, Fort Washington, MD 20744-6522, making checks payable to "Washington DC Chapter NRHS". One-way space may also be available. For information, telephone 301-292-9592.

JULY 21-25: Annual NRHS convention in Chicago, sponsored by Chicago Chapter. Events include all-day steam excursions on Union Pacific and Norfolk Southern, special train to Illinois Railway Museum, South Shore electric excursion, banquet, seminars, CTA transit trip, special train to White Sox baseball game and Lake Michigan cruise. Convention headquarters will be the Palmer House Hilton Hotel in Chicago's Loop. Convention brochure and order form will be distributed with Issue #1 of the National Railway Bulletin. For information, write: 1993 NRHS Convention, P. O. Box 53, Oak Park, IL 60303.

AMTRAK EQUIPMENT INVOLVED IN FLORIDA COLLISION

At presstime, Cinders received a list of the equipment involved in the collision of Train #91 Silver Star and a gasoline truck at Fort Lauderdale, FL on Wednesday, March 17. Damage is shown in parentheses. The train was headed by F40 #385 (\$50,000), MHC 1535, baggage car 1170 (\$50,000), diner 8557 (\$750,000 - destroyed), sleeper 2440-Pacific Beach (\$50,000), lounge 3121 (\$3,000), coaches 4647, 25027, 25100, 4716, 44188 and 25052.

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS

(PART IV)

(Corrected to February 1, 1993)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>READING, BLUE MOUNTAIN & NORTHERN RAILROAD (RBMN), West Cressona, PA (Notes 1, 2)</u>						
1501-1502	B-B	CF7	D/E	EMD	1951	Santa Fe 2424 (F7A 335L), 2446 (F7A 261C) (ex-Blue Mountain & Reading 600, 601)
2397-2399	B-B	U23B	D/E	GE	1977	Conrail 2789, 2793, 2791
3300-3304	B-B	U33B	D/E	GE	1968	Panther Valley/Carbon & Schuylkill 2895, 2896, Lackawanna Valley 902, 903, PVAL/C&S 2930

Note 1: Includes East Mahanoy & Hazleton Railroad (EMHR)

Note 2: Locomotives also based at Tamaqua, PA

<u>SHAMOKIN VALLEY RAILROAD (SVRR), Northumberland, PA</u>						
86	B-B	SW7	D/E	EMD	1950	Conrail 8869

<u>SOUTH BRANCH VALLEY RAILROAD (SBVR), Moorefield, VA</u>						
1	B-B	S1	D/E	Alco	1943	U. S. Army 7135
82	B-B	BL2	D/E	EMD	1948	Western Maryland 7172
6135	B-B	GP9	D/E	EMD	1956	Chesapeake & Ohio 6135
6240	B-B	GP9	D/E	EMD	1957	C&O 6240
6352	B-B	GP9R	D/E	E<D	1956	Norfolk & Western 2003
6447	B-B	GP9R	D/E	EMD	1956	N&W 2002
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
60-61	B-B	RL1000**	D/E	RLI	1992	
90-91	B-B	GP9	D/E	EMD	1955	Conrail 7019, 7028
2301-2307	B-B	AEM-7**	Etec	EMD	1987	

Note: Locomotives also based at Frazer, PA

** - Equipped with head-end power

<u>SOUTHERN RAILROAD COMPANY OF NEW JERSEY (SRNJ), Winslow, NJ</u>						
59	B-B	RS1	D/E	Alco	1948	West Shore 59
414	B-B	C420	D/E	Alco	1964	Lehigh Valley 414
1145	B-B	SW1200	D/E	EMD	1966	Missouri Pacific 1145
2875-2876	B-B	U30B	D/E	GE	1967	Conrail 2875, 2876
2884	B-B	U30B	D/E	GE	1967	Conrail 2884

<u>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>						
40	B-B	SW1200	D/E	EMD	1956	Cambria & Indiana 40
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
73-75	B-B	SW1200	D/E	EMD	1956	C&I 38, 39, 42
77	B-B	SW1200	D/E	EMD	1957	Philadelphia, Bethlehem & New England 42

<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 1)
4039	0-6-0		Steam	Alco	1942	Virginia Blue Ridge 5 (Note 2)

Note 1: Owned by Wayne County (PA) Chamber of Commerce

Note 2: Owned by private individual

(Continued on Page 10)

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

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>STRASBURG RAIL ROAD (SRC), Strasburg PA</u>						
1	0-4-0	HL	G/M	Plymouth	1926	
10	Railcar		G/M	Lancaster,	1914	Grasse River 12
				Oxford & Southern		
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	M	Steam	BLW	1906	Norfolk & Western 475
<u>TOWANDA-MONROETON SHIPPERS LIFELINE (TMSL), Monroeton, PA</u>						
26	B-B	SW1	D/E	EMD	1939	Canton Z6
<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
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>VIRGINIA RAILWAY EXPRESS/NORTHERN VIRGINIA TRANSPORTATION COMMISSION (NVTC), Washington, DC (Note)</u>						
V01	B-B	RP39-2C**	D/E	EMD/MK	1966	CSX 6669 (GP40)
V02	B-B	RP39-2C**	D/E	EMD/MK	1967	CSX 6712 (GP40)
V03-V06	B-B	RP39-2C**	D/E	EMD/MK	1971	CSX 6569, 6559, 6789, 6617 (GP40)
V07	B-B	RP39-2C**	D/E	EMD/MK	1967	CSX 6821 (GP40)
V08	B-B	RP39-2C**	D/E	EMD/MK	1971	CSX 6841 (GP40)
V09	B-B	RP39-2C**	D/E	EMD/MK	1967	CSX 6814 (GP40)
V010	B-B	RP39-2C**	D/E	EMD/MK	1971	CSX 6591 (GP40)
Note: Locomotives also based as Fredericksburg, Manassas, VA						
** - Equipped with head-end power						
<u>WANAMAKER, KEMPTON & SOUTHERN RAILROAD,* Kempton, PA</u>						
2	0-4-OT		Steam	Porter	1920	Colorado Fuel & Iron 2
20	0-4-0		G/M	Whitcomb	1932	Not known
35	B-B		G/E	Mack	1939	Mack Trucks 3 (Note 1)
65	0-6-OT		Steam	Porter	1930	Safe Harbor 65
602	B-B	70-ton	D/E	Whitcomb	1944	Gulf Oil 7 (Note 2)
Note 1: Rebuilt from electric locomotive (originally built 1927)						
Note 2: Leased from Anthracite Railroads Historical Society						
<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 (Notes 1, 2)</u>						
1500	B-B	SW8	D/E	EMD	1953	Conrail 8618
2233	B-B	GP30	D/E	EMD	1963	Conrail 2233 (Note 3)
9425	B-B	SW1	D/E	EMD	1950	Conrail 8525
Note 1: Includes Lewisburg & Buffalo Creek Railroad (LBCR)						
Note 2: Locomotives also based at Lewisburg, Winfield, PA						
Note 3: Owned by private individual						
<u>WESTERN MARYLAND SCENIC RAILROAD,* Cumberland, MD</u>						
199	B-B	RS3	D/E	Alco	1954	Delaware & Hudson 4075 (Note)
305	B-B	FPA4	D/E	Montreal	1959	VIA Rail Canada 6771 (Note)
734	2-8-0		Steam	BLW	1916	Lake Superior & Ishpeming 34
800	B-B	FPA4	D/E	Montreal	1959	VIA Rail Canada 6780 (Note)
893	B-B	FPA4	D/E	Montreal	1959	VIA Rail Canada 6793 (Note)
1689	C-C	RSD5	D/E	Alco	1954	Chicago & North Western 1689 (Note)
Note: Owned and operated by private contractor						

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

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>WILMINGTON & WESTERN RAILWAY (WWRC), Marshallton, DE (Note)</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	Pullman/Brill	1929	PRR 4662
8408	B-B	SW1	D/E	EMD	1940	Baltimore & Ohio 8408
Note: Includes Wilmington & Western Railroad*						
<u>WINCHESTER & WESTERN RAILROAD (WW)(NEW JERSEY DIVISION), Bridgeton, NJ (Note)</u>						
459	B-B	GP9	D/E	EMD	1955	Norfolk & Western 2459
475	B-B	GP9	D/E	EMD	1955	N&W 2475
517	B-B	GP9	D/E	EMD	1958	N&W 2517
520	B-B	GP9	D/E	EMD	1958	N&W 2520
732	B-B	GP9	D/E	EMD	1955	Conrail 7323
811	B-B	GP9	D/E	EMD	1951	N&W 1481
3403	B-B	GP9	D/E	EMD	1954	Southern Pacific 3403
3445	B-B	GP9	D/E	EMD	1955	SP 3445
Note: Locomotive also based at Millville, NJ						
<u>WINCHESTER & WESTERN RAILROAD (WW)(VIRGINIA DIVISION), Gore, VA</u>						
78	B-B	S6	D/E	Alco	1955	Southern Pacific 1278
80	B-B	S6	D/E	Alco	1955	SP 1280
351	B-B	RS11	D/E	Alco	1957	Norfolk & Western 351
498	B-B	GP9	D/E	EMD	1956	N&W 2498
527	B-B	RS3	D/E	Alco	1950	Amtrak 123
709	B-B	GP9	D/E	EMD	1956	Conrail 7090
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
<u>YORKRAIL (YKR), York, PA</u>						
1500	B-B	CF7	D/E	EMD	1953	Santa Fe 2417 (F7A 275L)
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

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
MK - Morrison Knudsen, Boise, ID
RLI - Republic Locomotive Incorporated, Greenville, SC

SOURCES

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

RAILROADS AND TRANSIT CRIPPLED BY "BLIZZARD OF '93" (Continued from Page 7)

PATCO As might be expected, PATCO weathered the storm in the best fashion. Trains operated throughout the weekend, but with a longer than normal 20-minute headway. Reportedly, for a time trains ran both ways on one track over the Ben Franklin bridge.

For the passenger carriers the late-winter Blizzard of '93 brought one blessing: it struck on a weekend. By the morning rush on Monday much service had been restored. The freight railroads such as Conrail also found slow going, with yard operations hampered by snow and ice. But trains continued to roll through Pennsylvania in spite of heavy snowfall across the State. CSX, however, experienced a host of problems, most notably with its communications system, which resulted in numerous freights being held in terminals or delayed on the road. Locomotive failures also plagued CSX during the period, and to some extent Conrail as well.

PHILADELPHIA EXPRESS (Continued from Page 6)

of Chicago have joined forces to form SteelLINK, a joint venture to provide 48-hour door-to-door intermodal service for steel products between Chicago and Philadelphia.

CONRAIL plans to complete its Engelside connection in North Philadelphia by late summer, linking the Northeast Corridor with the ex-Reading Trenton Line at Park Junction. This will allow direct movements of trains between Camden, Harrisburg and the West, eliminating the present time-consuming reverse movement on the High Line. Contrary to reports, however, Conrail is not planning to abandon the High Line any time soon, because it will still be needed for train movements to and from South Philadelphia. Today, Camden trains CAOI, CAPI, ALCA and PICA reverse direction on the High Line, using helper locomotives on the opposite end to pull the trains into and out of Pavonia yard in Camden.

Anxious to banish K4 steam locomotive #1361 from its shop space in Altoona, CONRAIL has offered the Railroaders Memorial Museum a free GP30 diesel locomotive if restoration work on the steam engine is completed within a year. CONRAIL reportedly needs the space for its expanding locomotive repair business at Juniata shop. It was even suggested that a less than full-blown restoration be done on the K4, with the savings used to overhaul the GP30 for passenger excursions (Horseshoe Curve Chapter Coal Bucket).....CONRAIL has decided to rebuild a total of 40 SD40's to SD40-2 units at Juniata and number them 6960-6999 instead of in the 6200 series (see February Cinders). Ten of the units, to be leased from Pacific Rail, are ex-KANSAS CITY SOUTHERN and the others gleaned from stored CR power. Deliveries began in February.....In addition to six rebuilt GP40PH-2 units to be received this year from Morrison Knudsen (#4145-4150), NJ TRANSIT is planning to acquire at least 12 more of these rebuilds. CONRAIL's Juniata shop may get this contract.

CONRAIL planned to send its office car special to Savannah, GA on March 25 for a board of directors meeting, and it was to return to Philadelphia March 29. E8's 4020-4021 were to haul the train over AMTRAK and CSX.....CONRAIL added or upgraded automatic highway signals at 139 grade crossings in 1992, including three locations in Pennsylvania. Also installed was an innovative warning sign called the "Buckeye Crossbuck," designed by a CONRAIL engineer to greatly increase the reflectability of signs at lightly-used grade crossings. It has been installed for testing at a crossing in Columbus, OH, and Governor Voinovich said that the State planned to erect the reflective signs at a total of 3,741 Ohio crossings.....Talk about coals to Newcastle! CONRAIL has signed a contract with Geneva Steel of Geneva, IT to move 200,000 tons of bituminous coal in unit trains from the Sonman Slope mine in western Pennsylvania to Utah over the next two years, via CR and SOUTHERN PACIFIC.....Almost all of the hundreds of cabooses stored in the CONRAIL yard at Reading have been cut up. But 41 of them will be held for possible rebuilding (L&WV Chapter Laurel Lines).

A Commonwealth Court judge in late February refused to enjoin CONRAIL from reopening the ex-Reading Stony Creek branch.....James L. Holton, author of the recent two-volume history of the Reading Railroad, presented an interesting slide program on the Reading at Philadelphia Chapter's March 19 meeting....Effective last month smoking is banned in all 12 PATCO stations, as it was already on board the trains.....Ties & Tracks reports that BLUE MOUNTAIN & READING 4-8-4 #2102 will not operate again this year.....Startup of the new CHADDS FORD & BRANDYWINE tourist road may be delayed beyond the announced April 3 date.

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