



CONRADERS

DECEMBER 1993



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Volume 54

Newsletter of the

Number 11

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

OUR MEETING:

FRIDAY, DECEMBER 10, 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 (\$18.75 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 December meeting will be on the second Friday, December 10, 1993. The featured program will be a multi-media slide program entitled COUNTDOWN TO CONRAIL, presented by Jim Boyd, Editor, Railfan & Railroad Magazine. This highly-acclaimed program will feature the last months of the Erie Lackawanna, Lehigh & Hudson River, Jersey Central, Lehigh Valley, Penn Central and Reading prior to Conrail's creation on April 1, 1976.

Our usual sit-down dinner will be held in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$18.75 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, DECEMBER 7, 1993 to President Frank Tatnall at 215-828-0706. This is a strict deadline, and we ask that you please specify when ordering if you desire a fish dinner.

We urge you to get into the holiday spirit, bring a friend, join us for dinner, and relax as Jim Boyd regales us of the events leading up to Conrail. Remember the date, Friday, December 10.



Many of us cherish the childhood memories of toy trains circling beneath the Christmas tree. But today we are historians whose interests have evolved into a love of full-scale railroading--the very prototype for what we enjoyed on the living room floor.

Like those tiny layouts which were soon dismantled, our "real" railroads are not necessarily forever. They are not immune from economic and political forces. We have often mourned the loss of a favorite passenger train, the quaint branchline that was torn up, those thundering steam locomotives--even first-generation diesels.

As historians, we must continue our work to preserve what we can of the nation's railroad heritage, both individually and banded together into organizations such as the National Railway Historical Society. Philadelphia Chapter's long and costly restoration of Reading locomotive 903, now nearing completion, is but one example of what can be done to help keep alive the glorious past of the American railroad industry. Such efforts also serve as a reference point to gauge the great progress which has been made, both in the private and public sectors, to advance the cause of efficient, environmentally-sound rail transportation.

We wish to extend our sincere thanks for everyone who has helped to realize the goals of the Philadelphia Chapter during 1993. We further ask that you continue your commitment to the preservation of railroad history into the coming year and beyond.

To our many friends near and far, may you and your families experience a joyful Christmas, happy Hanukkah and healthy New Year!

FRANK G. TATNALL
President/National Director

R. L. EASTWOOD, JR.
Editor

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

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 (\$18.75 per person), Meeting 7:30 PM.

CHAPTER OFFICERS:

President.....Frank G. Tatnall, Jr.
Senior Vice President.....Douglas W. Watts
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National Director.....Frank G. Tatnall, Jr.
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Editor.....R. L. Eastwood, Jr.

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.

COMMITTEE CHAIRS

Equipment.....Michael F. Hopkins
Membership.....Sheila A. Dorr
Newsletter.....R. L. Eastwood, Jr.
Program.....Douglas W. Watts
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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.

MEETING CANCELLATION ALERT!

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting night, Chapter officers will make a decision as to whether to hold the scheduled meeting. If in doubt, members should call 215-947-5769 for a recorded advisory on the meeting.

FORMER NRHS GENERAL COUNSEL RICHARD S. CLOVER PASSES

Former NRHS General Counsel and early Philadelphia Chapter Member Richard S. Clover passed away on November 26, 1992 at Fort Myers Beach, FL. Mr. Clover, 89, had lived in Glenside and Huntingdon Valley during his years of law practice in Pennsylvania, moving to Florida in 1977 following his retirement. A graduate of the University of Pennsylvania and Temple University Law School, Dick was very active in the National Association of Timetable Collectors as well as NRHS.

Dick's wise counsel to the Society in its early years laid the firm foundation for the NRHS we all enjoy and benefit from today. He is survived by his son, Samuel W. II, of Huntingdon Valley, and daughter, Candy, of Fort Myers. Funeral services were December 1, 1992 in Florida.

We thank NRHS Historian Hugh Gibb of St. Petersburg, FL for providing much of this information.

KENNARD L. SPIKER

April 18, 1993

It is with regret that we belatedly inform you of the passing of Chapter Member Kennard L. Spiker of Broomall, PA on April 18, 1993.

Mr. Spiker had been a member of the Society and Philadelphia Chapter since 1982. Our condolences are extended to his wife, Mrs. Catherine Spiker.

T. JAMES THOBURN

October 15, 1993

It is with sorrow that we report to you the passing of Thomas James Thoburn, 51, of Downingtown, PA, on Friday, October 15, 1993.

Jim was a member of the Society and Philadelphia Chapter since 1990. He was born and raised in Scottdale, PA, and graduated from Davis and Elkins College, Elkins, WV. He had been employed by Conrail in both Pittsburgh and Philadelphia.

He is survived by a sister.

PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA's new #4 track from 49th Street ("Stiles" interlocking) to Overbrook was placed in service on November 3. Though operated under Rule 261 with bidirectional signaling, the track is used primarily by west-bound R5 trains.....Work on the new University City station near the Civic Center in West Philadelphia is progressing, as contractors prepare to build the center island platform. On November 22 a new #1 track was cut in at the below-street-level station site. The former #1 track of SEPTA's West Chester Line was removed to create space for the platform.



Other work currently underway on the West Chester Line involves the installation of 17.5 miles of welded rail between Philadelphia and Elwyn, as well as 17 miles of new signal cable and 16,000 ties. Much of the trackwork is being performed on weekends but, as reported in the November Cinders, SEPTA was able to resume Saturday and Sunday rail service effective November 27, eliminating the shuttle buses. Weekend R3 trains run at two-hour intervals, allowing single-track operation while rail replacement is carried out. The \$28-million project also includes restoration of the long-gone second track between Media and Elwyn, new catenary on that one-mile segment and rebuilding of the Ridley Creek bridge south of Media.

The first trainload of welded rail for the Chestnut Hill West Line arrived from AMTRAK's New Haven (CT) welding plant on November 19. Beginning this month SEPTA will replace the badly-worn jointed rail between North Philadelphia and Allen Lane, with completion set for next September. Train service is to be maintained for most of the period.....A recent DVARP study points out that SEPTA's R8 trains are scheduled for 33 to 37 minutes from Suburban Station to Chestnut Hill West, as compared with only 30 minutes for the steam-powered, open-platform trains which Pennsy operated out of Broad Street Station back in 1893! Both timetables called for 11 intermediate stops, but SEPTA has "padded" its schedules to allow for delays on AMTRAK. When the PRR introduced Silverliners to the line in 1962, transit time was cut to 28 minutes.

A study of SEPTA's proposed Cross County Metro route between Trenton and Downingtown is due from consultant Urban Engineers by the end of this year (Railway Age)....."Montco eyes old rail line for new route" was the headline in the November 25 edition of the Inquirer. The reference was to a \$40,000 study funded by Montgomery County to determine the feasibility of extending rail commuter service from Norristown to Pottstown, a project already shown in SEPTA's 12-year capital plan. The story reported that the "old line (is) still used occasionally by Conrail," but failed to note that the double-track railroad is Conrail's Harrisburg Line, and the "occasional" use totals 18 scheduled freight trains each day plus locals and several unit coal, ore and hopper trains! Earlier, the press reported that the County had dropped plans for a rail extension to Pottstown in the median of the Route 422 Expressway, because of local opposition.

SEPTA last month completed the renumbering of 25 Silverliner IV MU cars into the new 400-series, which denotes that they are equipped with PCB-free transformers. The 26th car, #275 (406), is out of service for heavy repairs.....SEPTA again loaned AMTRAK 16 Silverliner IV's for use during the Thanksgiving week rush. Split into four four-car sets, the non-restroom-equipped cars were to be confined to Philadelphia-New York and Philadelphia-Harrisburg service.....Reports are surfacing that SEPTA will move its Regional Rail Operations Center from Suburban Station to the new SEPTA headquarters building at 1234 Market Street next year.....West Trenton-bound SEPTA train #6396 collided with an automobile driven down the track near Langhorne station at 12:30 AM November 20. The car was deflected into the path of CONRAIL train SECS9 on an adjacent track, but the woman driver--who was intoxicated--escaped with a broken arm.

The SEPTA board last month approved an amended agreement with the Delaware Transportation Authority which will allow SEPTA to recover its incremental costs for providing R2 train service to Wilmington..... Philadelphia Chapter's "Stony Creek Ramble II" excursion on October 10 is the subject of an article (with photo) by Carl Perelman in the December Railpace.....SEPTA has issued an eight-page illustrated newspaper entitled "Beauty and the bridges," describing the recent RailWorks improvements.....One little-noted change wrought by RailWorks was the removal of "Diamond" interlocking south of North Broad Station. As a result there are no crossovers in the 3.2 miles of busy, four-track Mainline between "Vine" and "16th Street Junction."

SEPTA operated full weekday service on "Black Friday," November 26, when many offices were closed but shoppers streamed to center city stores. Last year SEPTA was criticized for running a Saturday schedule on Regional Rail, which proved to be inadequate for Black Friday traffic.....SEPTA and the Gallery Mall sponsored five "Santa Express" trains on Friday the 26th. A special MU train was operated from Paoli to Market East and extra cars were added to train #822 from Chestnut Hill West. City Transit ran subway specials from Fern Rock, 69th Street and Bridge-Pratt terminals, with entertainment for children provided on all trains. SEPTA's singing group, the Junctionaires, was on hand to welcome riders at the Gallery's Center Court. On Friday, Saturday and Sunday SEPTA repeated its holiday fare bargain--two kids under 12 riding free with each fare-paying adult.

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)

A small but visible result of SEPTA's program to overhaul the dingy, 60-year-old concourse at Suburban Station was unveiled last month. Brighter lighting has been installed in the ceiling at the 16th Street end, and better signage is in place. The architectural firm of Dan Peter Kopple & Associates has a \$277,000 contract to redesign the concourse.....The recently-repainted trackside wall between Suburban and 30th Street Stations has already been defaced by the graffiti "artists." The wall facing the Brown Street ramp north of Market East Station is also in need of another coat of paint.....The Pennsy's proud new Broad Street Station was officially opened on December 5, 1881, with a ten-story office building added 12 years later.

SEPTA is returning many of its Autelca ticket vending machines to service at outlying stations, after some two years of idleness. During that period only machines at center city stations and at the Airport were operable, the others reportedly the victims of thieves and vandals....."Thugs target train stations" was the headline in the Suburban & Wayne Times of November 11. The story referred to attacks on lone passengers at Strafford and Paoli stations.....Much of the new signaling and circuitry has been installed at CONRAIL-owned "Trent" interlocking, West Trenton. When the project is completed, "Trent" tower will be closed and the interlocking remoted from SEPTA's "Wind" tower in Philadelphia.....SEPTA has issued another in its series of Railroad Division booklets to the public, this one explaining the duties of the Line Maintenance and Mechanical Departments.....Current Regional Rail timetables may now be called up on home or office computers via INTERNET.



Nine months of wrangling and posturing ended on November 18 when the SEPTA board voted 13-1 to accept ABB Traction's bid of \$285 million for 222 new Market-Frankford cars. Air conditioned and equipped with AC propulsion systems, the new cars will replace a fleet of Budd-built, 1960-vintage rolling stock which has become increasingly expensive to maintain. The Budds are among SEPTA's last non-air-conditioned vehicles. Several board members expressed reluctance to vote for ABB, in view of the "fiasco" created by another ABB division in delivering new cars for the Norristown High Speed Line, but they felt that under the law they were obliged to choose the lowest "responsible" bid. A study completed last month by the Hill International consulting firm reaffirmed that all three bidders--AEG Westinghouse and Morrison Knudsen the other two--met the standards of responsibility. The Norristown Line failure had led a group of western Pennsylvania legislators to demand that SEPTA award the contract to AEG, which bid \$302 million and promised to build the cars in Pennsylvania. Delivery of the new fleet is to be completed in late 1997.

The Norristown Line N5 project continued to limp along last month with car #148 arriving November 12. With nine cars delivered, ABB is now almost three years behind schedule on its contract for 26 new AC-drive cars. A minimum of eight N5's is required to handle rush-hour traffic, assuming that no two-car trains are used, but currently only about five of them are available at any one time. And during the fall "wet rail" season the new cars have not been run in revenue service before 9 AM, forcing continued heavy use of the aging Chicago trainsets and even a few Market-Frankford Budd cars on Route 100 to Norristown. While the N5's are not equipped with sanders as standard equipment, prototype car #451 has been outfitted with the devices, with mixed results. But even without a full complement of N5 cars, SEPTA plans to activate its new centrally-controlled cab signal system on the Norristown Line early next year.

In mid-November the City finally made good on Mayor Rendell's promise to rid the underground concourses of makeshift campsites occupied by bands of homeless people. Many of them were coaxed into newly-established shelters, but those who refused to leave were ejected in a massive sweep by City and SEPTA police on November 13. City crews then went in with trash dumpsters and fire hoses to clean up the remains of the cardboard shanties which had lined the South Broad Street concourse and the area adjacent to the 13th Street subway station. Many SEPTA passengers expressed relief on Monday morning that the foul-smelling encampment and its sometimes threatening residents had been removed.....The Center City District, a public-private cooperative, last month announced an ambitious \$35-million plan to make center city streets cleaner, safer and more attractive to visitors. At the same time, a group of Chestnut Street merchants is putting together a program to revitalize that somewhat down-at-the heels transit thoroughfare. The new Convention Center provides some of the impetus for these efforts.....Penn's Landing people ran a successful SEPTA charter with their Peter Witt #8534 on November 21.

SEPTA last month suspended its Frankford Elevated Reconstruction Program until after the Christmas holidays. This means that trains will again run on the el during evenings and weekends in place of the bus shuttles, making journeys to and from center city stores more convenient.....Several billboards spotlighting SEPTA's "Better than driving" marketing campaign have sprouted along Interstate 95.....For the past several months both of those new but sometimes balky escalators at 15th & Market Street have been working every day.... Considerable retail space in 69th Street Terminal is still available for lease. The space has not been fully occupied since before the 1988 restoration project at the terminal.

Montgomery County commissioners last month told SEPTA that they are willing to increase their annual contribution if the Authority will add new routes and services in the County. SEPTA is currently seeking \$4.7 million from Montgomery in 1994, the Norristown Times Herald reported.

Railpace in its November issue carried color photos of SAN FRANCISCO MUNICIPAL RAILWAY PCC cars #1054 and 1055, among 14 ex-SEPTA PCC's being rebuilt for Muni by Morrison Knudsen. The 1054 (ex-2101) is painted in the Philadelphia-style silver scheme while 1055 (ex-2122) is in PTC green and cream.....Routes 11 and 36 trolleys are detouring via 49th Street and Chester Avenue while the Woodland Avenue highway bridge over SEPTA's West Chester Line is being rebuilt.....New third rail installed on the Norristown High Speed Line near Rosemont caused delays on two mornings early last month when trains lost their shoes at that location.....Harry Lombardo was re-elected in September to a three-year term as president of Transport Workers Union Local 234.

Who will be the next president of AMTRAK may be decided this month. The Amtrak board will meet December 1, reportedly to decide among three front-running candidates: Neil Peterson, former executive director of the Los Angeles County (CA) Transportation Commission; Thomas Downs, commissioner, New Jersey Department of Trans-

PHILADELPHIA EXPRESS (Continued from Page 4)

portation; and William S. Norman, executive vice president-marketing, Amtrak. Former SEPTA General manager David L. Gunn, now general manager, Washington Metropolitan Area Transit Authority, has taken himself out of the contest. W. Graham Claytor, Jr., who has headed Amtrak for the past ten years and is under increasing fire for Amtrak's deteriorating condition, is believed to be departing this month, but that is not yet cast in stone.



Forbes Magazine, in its November 22 issue, carried a story entitled "End of the line," which describes the Washington establishment's growing disenchantment with AMTRAK, and specifically with Claytor. One influential Amtrak board member, Governor Tommy Thompson of Wisconsin, is quoted as saying, "Graham Claytor has got to go." The article asserts that a "private company facing similar problems would scale back money-losing operations. Claytor insists that Amtrak keep all of its 25,000-mile nationwide network of trains operating.....The truth is that keeping all those routes open assures Claytor of support in Congress by maintaining a 45-state slice of pork barrel." Forbes concludes that "whoever takes Claytor's place will almost certainly have to dump Claytor's beloved cross-country trains. Protecting them has cost the taxpayer dearly--and Claytor, too. 'The great irony,' says Paul Weyrich, who lost his seat on the board when (President) Clinton was elected, 'is that Graham Claytor, the man who saved Amtrak, may go down in history as the man who destroyed Amtrak.'"

As the ICE train runs out its last weeks in Metroliner service, AMTRAK has picked six consortiums as "pre-qualified bidders" for the 26 high-speed trainsets which Amtrak plans to order for the Northeast Corridor. They are: ABB Traction/ABB Henschel, General Electric, Raytheon, General Dynamics; Siemens, AEG Transportation, Electro-Motive; Bombardier, GEC Alsthom; Morrison Knudsen, Fiat Ferroviaria, GE; Talgo, GE; and Breda, Union Switch & Signal/Ansaldo. Amtrak plans to develop specifications over the next several months and award a contract in late 1994 (Railway Age).....In early November AMTRAK tested trucks from an Italian Pendolino high-speed train under Amfleet coach #44116.....The General Accounting Office has issued a report criticizing AMTRAK for its cutbacks in equipment maintenance and the Federal Railroad Administration for failing to develop passenger car safety regulations. "In Fiscal Year 1992, Amtrak planned to overhaul 108 of its oldest cars, but it actually overhauled only 25," the report said. "During Fiscal Year 1993, Amtrak indefinitely furloughed nearly a quarter of the employees from its largest overhaul facility.....About 40 percent of Amtrak's cars will be past due for overhaul as of the end of Fiscal Year 1993" (UTU News).

AMTRAK's Northeast timetable was finally distributed in Philadelphia during the week of November 21, three weeks late, but the copies we've seen did not contain the last-minute additions to the Harrisburg schedule (see November Cinders). The current Keystone Service may be found in a separate folder issued early last month, along with an Atlantic City Express timetable that includes connecting NJ TRANSIT trains. The 32-page Thanksgiving holiday timetable did make its appearance, and was readily available. The National timetable was first seen on October 28.....Train 51 the Cardinal was standing at Trenton station on November 12 when mail train 13 swooshed by. Two windows were blown out of 51's baggage car #1165.

AMTRAK has begun a "Continuous Quality Improvement" program similar to that adopted by CONRAIL three years ago (NARP).....An October 31 article in the Inquirer Travel Section compares a ride on the Broadway Limited from New York to Pittsburgh with BRITISH RAIL's Flying Scotsman train from Edinburgh to London. The comments are worth reading.....Correcting an item in October Cinders, AMTRAK formally ordered only 42 of the new P40BH Genesis series locomotives from GE, but planned for a total of 46. That has now been cut to 44, including #819 lost in the September Sunset accident.....In November we stated that Congress reduced the original 2.5 cents per gallon fuel tax on railroads to 1.5 cents. That should read 1.25 cents.....Ariston Airline Catering of Wrightstown, NJ has been charged in Federal court with defrauding AMTRAK of \$78,000 on the first class packs it supplied in 1989.



CONRAIL last month announced a sweeping reorganization of its Marketing & Sales Department, creating instead four smaller "service groups" to concentrate on specific types of business. Effective January 1, the Intermodal, Automotive, Unit Train and General Service Groups will combine marketing, sales and operating personnel under the same managers. Each group will be headed by a vice president who reports to newly-named Executive Vice President David M. LeVan, 47. The Engineering, Mechanical, Transportation and Customer Service Departments will continue to report to LeVan, whose previous position of senior vice president-operations is abolished. One interesting appointment is that of Timothy P. Dwyer, 44, who moves from general manager of the Philadelphia Division to VP of the Unit Train Group.....CONRAIL's financial goal for 1994 will be an 82 percent operating ratio, improved from the projected 83 percent for this year.

CONRAIL brought its full office car special out of storage last month for the first time since April. Made up of E8's #4020-4021 and cars #1-100-4-3-11-8-12-9, the train departed 30th Street Station for North Jersey on November 9, returning the next day with Conrail, NORFOLK SOUTHERN and Triple Crown Services officials enroute to Harrisburg, Hagerstown, MD and Manassas, VA over the route to be followed by Triple Crown's RoadRailer trains. The OCS later traveled to Buffalo and Selkirk, NY, then back to Philadelphia before deadheading to its base in Altoona.....Correcting last month's column, CONRAIL received 80 (not 70) new GE C40-8W locomotives this year.

The U.S. Supreme Court has agreed to hear a precedent-setting case brought by a former CONRAIL supervisor, who won a jury award on the grounds that his work caused him "emotional injuries".....A disabled CONRAIL conductor in Reading has won a \$3.5-million judgment for an injury he received in falling over a steel rod. He then developed an ailment known as reflex sympathetic dystrophy syndrome (RSD).....Editor Eastwood's employer, the U.S. Postal Service, has honored CONRAIL with its Eagle Spirit Award for consistently good service. Among 13 railroads handling mail traffic, only Conrail was so recognized. In the last fiscal year CR handled 46 percent of all Postal Service rail traffic, earning \$70 million of the \$160 million spent on rail transportation (Railway Age).....The Public Utility Commission has allowed Philadelphia Electric to energize its 12.8-mile high-voltage line along CONRAIL's former Trenton Cut-Off.

(Continued on Page 6)

FAMOUS PHILLY CHAPTER FANTRIPS OF THE PAST

(Second of a Series)

On Sunday, October 6, 1940, Philadelphia Chapter sponsored perhaps its first fantrip on lines of the Philadelphia Transportation Company, which had been formed on January 1 of that year from the properties of the old Philadelphia Rapid Transit Company.



On this bright fall day the equipment was car #1, the first of PTC's small fleet of four-wheel Birneys, and departure from the ancient carhouse at 49th Street & Woodland Avenue was set for a respectable 11:35 AM. The small trolley bounced over a route impossible to duplicate today: Route 37 to 3rd & Welsh Street, Chester, returning via Route 36-Elmwood Avenue to 49th & Paschall, thence via Route 70 trackage to 52nd & Jefferson and the Route 38A shuttle to Parkside loop where time was allotted to photograph the connecting Fairmount Park trolleys.

Leaving Parkside loop, the tour followed Route 38 to 40th & Girard and Route 15 across town to Richmond & LeFevre in the Northeast. After a ten-minute layover the NRHS group traveled via Route 75 rails on Orthodox Street to Frankford Avenue. Rumbling along under the el structure, the car proceeded northward over that onetime Birney line, Route 59 up Castor and Bustleton all the way to Lott Avenue--the last three miles over a rustic single track with Nachod signals and turnouts!

After a 16-minute rest stop in Bustleton, just three miles short of the Bucks County line, the little Birney again turned south to Frankford & Orthodox, this time heading home via Route 5 on Frankford Avenue and 2nd Street to Market. The return to Woodland carhouse was over the surface trackage on Market Street, around City Hall (an unusual place for a Birney even in 1940), then no doubt following Route 36 south on 22nd Street to Catherine and west over the Grays Ferry Avenue bridge. The excursion was to end at 6:05 PM, close to nightfall.

Among the notable attractions to be seen on the tour, and dutifully pointed out in the trip schedule, were the J.G. Brill car works at 60th & Woodland, the Reading's Darby Creek enginehouse in Essington, the Eddystone plant of Baldwin Locomotive Works, the Fairmount Park trolley terminus, and the Pennsylvania Railroad's 46th Street enginehouse.

The fare for this unique prewar outing was just \$1 per person!

Editor's Note: Harry Myers, who rode this excursion, assisted with the above article.

PHILADELPHIA EXPRESS (Continued from Page 5)

Some interesting comparisons between CONRAIL's first year (1976) and its most recent complete year (1992): Employees 99,800 vs. 25,400; locomotives 4,600 vs. 2,100; freight cars 152,000 vs. 62,200; miles of railroad 17,000 vs. 12,400; union agreements 278 vs. 18; net loss \$246 million (nine months) vs. net income \$282 million (Pittsburgh Chapter Keystone in part).....CONRAIL's ongoing clearance program will create a 20-foot-eight-inch-high path for double-stack containers across Pennsylvania as well as north-south by late 1995. Work is underway in the New Portage tunnel at Gallitzin and on the Lehigh Line west of Allentown. Crews will soon tackle the Flat Rock and Phoenixville tunnels between Philadelphia and Reading.....SEPTA records confirm the Railpace reports that last August and September CONRAIL moved three unit trains of clay from the Port of Philadelphia to American Olean Tile's plant in Lansdale. Surprisingly, the trains were routed up the SEPTA Mainline via Jenkintown rather than over the Stony Creek branch.

NJ TRANSIT last month received GP40PH-2 #4200, the first of 19 rebuilt locomotives from CONRAIL's Juniata shop intended to replace NJT's aging fleet of U34CH's. The unit is former Conrail GP40 #3206 (Jersey Central Chapter News).....NJT plans to build a garage at Metropark station which will double the parking capacity there (NARP).....NJT's board has approved a design contract for the Phase II reconstruction of Trenton station. Included will be a new entrance and facade and replacement of the roof, along with landscaping and traffic flow improvements (DVARP).....NJT is also considering a new passenger train yard on the site of the ex-Lackawanna Port Morris yard near Netcong, which may be used as a storage location for URHS's historic equipment. A nine-mile service extension from Netcong to Hackettstown over CONRAIL's Washington secondary track is scheduled for startup in the fall of 1994 (News).

PENN'S LANDING TROLLEY was forced to cancel its Sunday runs on November 28 because of--you guessed it--high water. The wind-driven storm that dumped nearly two inches of rain on Philadelphia flooded a section of Columbus Blvd. north of Market Street, isolating the cars. But it was not as bad as the December 1992 storm when water entered the carbarn on Pier 9 and threatened vulnerable traction motors.....PENN'S LANDING will be bidding on one or more of the 60-odd surplus PCC's which SEPTA has put up for sale this month. In addition to numerous serviceable cars, the offering included several wreck-damaged PCC's, among them four originally purchased by SAN FRANCISCO MUNI but later rejected. As previously reported here, SEPTA plans to keep about 20 PCC's for possible future historic or tourist operations.

CSX has increased its requirement for excursion insurance from \$10 million to \$200 million, as a result of the September AMTRAK accident in Alabama. This will eliminate virtually all excursions on CSX (Kentucky Central Chapter KCRYer).....STRASBURG placed its newly-rebuilt ex-Norfolk & Western 4-8-0 #475 in service early last month.....General Motors says it is no longer trying to find a "strategic partner" for its Locomotive Group, which includes the Electro-Motive Division. Two years ago when the search was announced, EMD's business was at a low level but has since dramatically improved, helped along by BURLINGTON NORTHERN's planned purchase of 350 SD70M locomotives, one of the largest single orders in industry history. The Locomotive Group employs 5,000 workers at LaGrange, IL and London, Ont.



EL SIMON

ON THE SCENE

Amtrak's Thanksgiving weekend operation was in process as Cinders went to press, and full details will come in the January column.

Amtrak's board has approved the acquisition of seven work-train and ten yard-service locomotives. The source has not been finalized, but the units will be rebuilt locomotives. Twenty-five existing units will be retired, some of which are already stored. For the record, the units to be retired will be re-engined Alco RS3's 104, 106 and 107, SSB1200's 561 and 564, CF7's 575, 577, 580, 583-585, 588, 589, 592-594 and 597-599. SW1's 734 and 743, SW8's 748 and 750 and GP7's 777 and 780 will also disappear.

Plans call for 122 passenger-carrying cars to be refurbished during 1994, along with 52 F40's and four E60 electrics.

Some 77 Superliner I cars will receive retention toilets in Fiscal Year 1994. As cars are overhauled, they are expected to emerge in the new Superliner II livery.

Four cars of the new Superliner II order had been released as of November 1 -- dormitory 39000 and sleepers 32070, 32072 and 32073. The 55 additional Superliners added to the original order in late September will go a long way toward retiring the El Capitan cars. However, another 50 coaches will be needed to replace the remaining cars and provide additional coach capacity on western trains.

The Superliner II production schedule has been revised, and it will find five or six cars being built each month, except for the vacation month of July. The current schedule calls for 49 sleepers to come between August 1993 and March 1995, six deluxe sleepers from March-May 1995, ten diners from June-September 1995 and 35 transition dormitories between September 1995 and November 1996. Another production line will produce 12 transition dormitories between October 1993 and February 1994, 20 diners from February-October 1994, 30 lounges from November 1994 to September 1995 and 38 coaches between October 1995 and December 1996.

The prototype Viewliner sleeper is scheduled for delivery in October 1994 and the remaining 49 will be delivered between March and October 1995.

The AMD103 locomotive order, which has been reduced from 46 to 44 units, will all be on hand by the end of 1993. As mentioned earlier, unit #819, damaged beyond repair in the Saraland, AL accident this fall, will not be replaced. The ten dual-mode units will be equipped with AC motors and should arrive in early 1995.

With the dust finally settled and Amtrak's Northeast Corridor schedules finally issued, almost a month late, a last-minute infusion of funding from the Commonwealth of Pennsylvania not only restored two Harrisburg-Philadelphia round-trips, but also provided for an additional daily round trip and some additional through service between Harrisburg and New York. As a result, there is one more round trip now than before.

More than 130 privately-owned railroad cars have been operated on Amtrak trains so far in 1993. This number includes some office cars and the likes of private dinner trains. Two special trains were operated from the AAPRCO private car owners' convention in Sacramento, with a 16-car train operating to Los Angeles via the Coast route, while a 20-car train ventured east through the Feather River canyon and over the old Royal Gorge route atop Colorado's Tennessee Pass. For this killer grade, the three Amtrak F40's were augmented by two Rio Grande SD units.

Railway Gazette International's annual speed survey showed that seven countries operated trains at speeds faster than those in the United States. In descending order, these were France, Japan, Spain, Germany, Sweden, Great Britain and Italy. The fastest American trains were Amtrak's Metroliners on certain sections of the Northeast Corridor, considerably slower, however, than the French, which operate in excess of 180 mph.

VIA Rail Canada has retired additional "steam" cars and has a bit over 80 still on the active list. Half of these are in Toronto, for service to Windsor, and the remaining cars are split between Winnipeg (the Hudson Bay to Churchill) and Montreal (two tri-weekly trains to Jonquiere and Senneterre). Next year, Toronto will see the arrival of 33 rebuilt coaches and VIA One cars to bring HEP to short-distance trains deemed worth saving. The program to rebuild the former Canadian Pacific Canadian equipment was scheduled for completion in early December, in time for VIA's Christmas rush.

In mid-August, Washington's WMATA began construction of a one-station extension north to Glenmont, MD. The section, less than two miles in length, will take some five years to complete.

Viewers of vintage movies have surely seen the classic Pullman section, which consisted of two facing seats (each wide enough for two to sit) and making down into a lower and upper bed. Curtains provided nighttime privacy and, with no private facilities, passengers had to travel to the end of the car.

On the vast majority of standard cars, these sections dominated the available space. There were all-section cars, which appealed to business travelers, in the same way the more modern all-roomette car would serve until the blitz of the jets. In fact, all-room cars were the cachet of the best trains or those serving

(Continued on Page 8)



DECEMBER 11-12, 1993: Greenberg's Great Train, Dollhouse & Toy Show at Philadelphia Civic Center, 34th Street below Spruce, Philadelphia, 11 AM-5 PM both days. Philadelphia Chapter is expected to have a table at this show. Admission: \$6 adults, \$2 children (6-12), including free parking. For information, telephone 215-823-5600.

DECEMBER 11, 12, 18, 19: Annual "Santa Claus Specials" on Penn's Landing Trolley, leaving hourly from Columbus Blvd. & Dock Street, Philadelphia, 10 AM-5 PM. Two-car train will be decorated for season, and Santa Claus will be on board all trips. Fare: \$2.50 per person. For reservations and information, telephone 215-627-0807.

THROUGH JANUARY 9, 1994: "A Brandywine Christmas" exhibition at Brandywine River Museum, U.S. Route 1, Chadds Ford, PA, includes operating "O"-gauge model railroad display with more than 2,500 feet of track. Hours: 9:30 AM-4:30 PM daily (closed Christmas Day). Admission: \$5 adults, \$2.50 senior citizens and children 6-12. For further information, telephone 215-388-2700.

JANUARY 22: "Snowflake Special" Amtrak train from Boston, MA to the Berkshires and return via Conrail's Boston Line, sponsored by Mystic Valley Railway Society. Train leaves Boston South Station at 8 AM, returns at 8 PM. Choice of sleigh rides, seasonal activities and meals, or continue on train to Albany, NY. Fares: \$70 adults, \$45 children (under 12), including lunch. Order tickets from: Mystic Valley Railway Society, P. O. Box 486, Hyde Park, MA 02136-0486, enclosing stamped, self-addressed envelope. For information, telephone 617-361-4445.

JANUARY 28: Railroad Film Night sponsored by Hugh Moore Historical Park & Museums at Dana Engineering Hall, Lafayette College, Easton, PA, beginning at 7:30 PM. Donation requested. For information, telephone 215-250-6700.

ON THE SCENE (Continued from Page 7)

superior resorts. Since the person occupying the lower berth paid a bit more, he had the privilege of riding facing forward. The porter made up a particular section at a time mutually convenient to his passengers and himself.

By early 1958, the Pennsylvania Railroad's last standard sleepers were limited to three cars on the Edison between New York and both Baltimore and Washington, and one car each on the Federal and Montrealer, plus some through cars from the South. But, I almost forgot there were two cars between Philadelphia and Boston on the Quaker.

The streamlined era would have completely ended the reign of the section soon after, but for the fact that several railroads had acquired new cars in 1954-1955 with these features. New Haven, Canadian National and Seaboard Air Line all received cars with four to six sections plus private rooms and they served, in some cases, into the era just before Amtrak. (And, every Canadian sleeper still in service has sections to this day!)

In 1957-58, Baltimore & Ohio leased streamlined Union Pacific all-section sleepers (in B&O blue) which operated through Philadelphia on the National Limited between Jersey City and St. Louis. One route over which the PRR operated sleepers in parlor service was the Del-Mar-Va Express between Cape Charles, VA and New York. New York Central rebuilt most of its Pullman parlors to coaches during World War II and so extensively used sleepers in parlor service after the War.

As early as 1939, Pennsylvania-Reading Seashore Lines assigned names to all New York and Philadelphia trains on the Atlantic City line. Many trains did not operate every day and some operated summer-only. Names remained the same each year, some being used in only one direction. Train names included the Beach Patrol, Boardwalk Arrow, Cruiser, Dolphin, Flying Cloud, Flying Eagle, Honeymooner, Jolly Tar, Navigator, Ocean Wave, Ozone, Pilot, Sand Piper, Sea Gull, Sea Hawk, Sea Lion, Seashore Limited, Shore Queen, Skipper and Twilight. Most trains then carried a Pullman parlor car (1937, as I recall, was the final year for parlor service to Wildwood). As World War II deepened, the decision was made to operate virtually all service between Camden and Atlantic City to improve equipment utilization.

As Philadelphia and Lancaster Chapters' FP7's #902 and 903 near completion, it's interesting to note which railroads used this unit in passenger service. The Reading's eight units (900-907) were part of the total of 301 units produced by EMD for domestic service (18 others went to Mexico and two to Saudi Arabia). United States users in addition to the Reading were the Alaska, Atlantic Coast Line, Chesapeake & Ohio, Chicago & Eastern Illinois, Chicago Great Western, Milwaukee Road, Rock Island, Clinchfield, Florida East Coast, Georgia, Louisville & Nashville, Katy, Northern Pacific, Pennsylvania, Richmond, Fredericksburg & Potomac, Frisco, Cotton Belt, Soo Line (and the "old" Wisconsin Central), Southern Pacific, Southern (CNO&TP), Union Pacific, West Point Route (A&WP) and Western Pacific.

EDITOR'S NOTE: We invite your attention to Pages 78-81 of the December, 1993 issue of Trains Magazine, which contains an article entitled "Amtrak's Holiday Crunch", penned by our own Elbert W. Simon. The illustrated piece gives a general overview of the preparations necessary each year to cover Amtrak's annual Thanksgiving weekend rush. Nice job, El, we're proud of you!

"COUNTDOWN TO CONRAIL," by Jim Boyd

Friday, December 10, 1993 - Don't Miss It!

RAILROAD RADIO FREQUENCY GUIDE FOR DELAWARE VALLEY

To assist readers in using their scanner radios, Cinders herewith updates its January 1992 listing of radio frequencies currently in use by railroads in the Delaware Valley area. These are expressed in terms of Megahertz (MHz).

The Association of American Railroads has developed a master list of frequencies to identify the 97 channels in the VHF (very high frequency) band assigned for railroad use in the United States and Canada. In service on all major railroads as well as regional carriers and shortlines, these channels fall almost exclusively within the 160-161 MHz range. Certain other carriers, including transit lines and industrial switching operations, often utilize UHF (ultra high frequency) channels in the 400 and 500 MHz range.

Major railroads generally confine their road operations to one or two channels on each line or in each geographical area, with other channels employed for auxiliary activities such as yard switching, maintenance of way, PBX repeaters, shops and police. In the operating timetables, the road channels are expressed by AAR numbers, for example "46/64," with the first figure representing the transmitting channel and the second figure the receiving channel. Among Delaware Valley carriers, however, the same channel is generally used for both transmission and reception, thus an Amtrak timetable will show the Northeast Corridor channel as "54/54," indicating that the frequency 160.92 is used for bidirectional communications.

Newer locomotives and many retrofitted units are equipped with digital 97-channel radios, which allow the crew to instantly switch from one channel to another. Many locomotive radios and handsets, however, are still crystal-activated and contain only two to four channels, which for shortlines are quite adequate.

Corrections or additions to this listing should be directed to the Editor.

<u>PHILADELPHIA CARRIERS</u>	<u>ROAD CHANNEL</u>	<u>AAR CHANNEL</u>	<u>MHz</u>	<u>USE</u>
Amtrak		54/54	160.92	Corridor, Harrisburg Line
		86/86	161.40	Atlantic City Line
		36/36	160.65	30th Street Station
		57/57	160.965	Maintenance of Equipment
		93/93	161.505	Maintenance of Equipment
Conrail	1	46/46	160.80	Harrisburg Line CP-Rock (milepost 8.7) to Harrisburg, Lehigh Line west of Allentown, Reading Line Alburdis and west, Morrisville Line, Lurgan Branch, Delmarva area
	2	64/64	161.07	Philadelphia terminal area, Trenton Line, Lehigh Line Allentown and east, Reading Line east of Alburdis, all South Jersey branches, SEPTA track in Norristown, Fairless, Stony Creek, Enola, Royaltown and Port Road Branches, Chester Secondary
	3	50/50	160.86	North Jersey branches, South Philadelphia and other yards
	4	58/58	160.98	River Line (North Jersey), Passaic & Harsimus Line
CSX Transportation		54/54	160.92	Amtrak lines
	1	08/08	160.23	Road, Philadelphia yards
	3	28/28	160.53	Wilmere yard (Wilmington), Bay View yard (Baltimore)
NJ Transit	Y1	52/52	160.89	South Philadelphia yard (irregular use)
	1	86/86	161.40	Atlantic City line, North Jersey lines
	2	54/54	160.92	Amtrak lines
SEPTA	3	64/64	161.07	Conrail dispatcher
	2	16/16	160.35	Mainline Zoo through tunnel, Airport, Chestnut Hill West, Ivy Ridge and West Chester Lines
	3	19/19	160.395	Frazer, Paoli, Powelton, Roberts Avenue and Wayne Electric yards
	4	90/90	161.46	Mainline north of tunnel to Lansdale, Chestnut Hill East, Fox Chase, Neshaminy, Doylestown, Norristown and Warminster Lines
	5	12/12	160.29	Maintenance of way
	6	64/64	161.07	Conrail Trenton Line Newtown Junction to Cheltenham Junction and Neshaminy to West Trenton, Bethlehem Running Track
	7	54/54	160.92	Amtrak Corridor and Harrisburg line

(Continued on Page 10)

RAILROAD RADIO FREQUENCY GUIDE FOR DELAWARE VALLEY (Continued from Page 9)

AREA CARRIERS	AAR CHANNEL	MHz	USE
Black River & Western.....	65/65	161.085	All operations
Blue Mountain & Reading.....	80/80	161.31	All operations
Brandywine Valley.....		462.7625) 464.5625)	All operations
Carbon & Schuylkill.....	80/80	161.31	All operations
Chestnut Ridge.....		154.515	All operations
CP Rail (Delaware & Hudson).....	21/91	(160.425 161.475)	Lines in Pennsylvania transmit Lines in Pennsylvania receive
	28/28	160.53	Yards
	46/46	160.80	Conrail lines north of Philadel- phia and Harrisburg
	64/64	161.07	Conrail lines in Philadelphia
	08/08	160.23	CSX in Philadelphia
Delaware Coast Line.....	23/23	160.455	All operations
Delaware-Lackawanna.....	54/54	160.92	All operations
Eastern Shore.....	39/39	160.695)	All operations
	89/89	161.445)	All operations
	46/46	160.80	Conrail dispatcher
Landisville.....	25/25	160.485	All operations
Maryland & Delaware.....	85/85	161.385	All operations
Middletown & Hummelstown.....	93/93	161.505	All operations
Morristown & Erie.....	08/08	160.23	Road
	66/66	161.10	Yard
New Hope & Ivyland.....	21/21	160.425)	All operations
	91/91	161.475)	All operations
New York, Susquehanna & Western (Southern Div.)..	25/25	160.485	All operations
North Shore.....	23/23	160.455	All operations
Octoraro.....	29/29	160.545	All operations
Philadelphia, Bethlehem & New England.....	31/31	160.575)	All operations
	07/07	160.215)	All operations
	39/39	160.695	Special use
Reading, Blue Mountain & Northern.....	44/44	160.77	All operations
	46/46	160.80	Conrail dispatcher
Southern Railroad of New Jersey.....	15/15	160.335	All operations
Steelton & Highspire.....	72/72	161.19)	All operations
	42/42	160.74)	All operations
Stourbridge.....	23/23	160.455	All operations
Strasburg.....	75/75	161.235	All operations
Upper Merion & Plymouth.....	25/25	160.485	All operations
West Jersey.....	61/61	161.025	All operations
Wilmington & Western.....	43/43	160.755	All operations
Winchester & Western (New Jersey Division).....	80/80	161.31	All operations
	64/64	161.07	Conrail dispatcher

SEPTA 1973: A SNAPSHOT FROM 20 YEARS AGO

In 1973 *Modern Railroads* Magazine published a city-by-city survey of the transit industry, including Philadelphia's. Here is a digest of SEPTA 20 years ago:



Train, trolley, bus, high speed lines.
You can't beat the system.

with UMTA for non-articulated standard light rail car. To demonstrate SOAC cars. Approximately 140 needed for subway. In SEPTA six-year plan: Frankford elevated rehabilitation Phases I and II \$45 million, to extend Eastwick light rail line \$2.9 million.

Commuter Rail Division On Reading, completing electrification of 1.8-mile Hatboro-Warminster line late '73 or early '74. Will lease 14 Silverliners from City, now on order. Has 16 RDC and six diesel-pulled coaches. Ridership up over 30 percent 1960 vs. 1972. On Penn Central, commuter volume up 37 percent since 1960 as result of improved service, better parking lots, Silverliners leased from City through SEPTA. Silverliners also used to Harrisburg. Delivery of 130 new Silverliners from 144 (\$59 million) to start late 1973.

Red Arrow Division Began \$3.7-million track renewal for high-speed and trolley routes. Completed \$1.1-million carhouse improvements at 69th Street. Refurbished Liberty Liners. Norristown Line standard gauge, others 5 feet 2-1/2 inches.

At PATCO, the report said that Transport of New Jersey and Dial-a-Ride buses give coordinated service, up ridership. Adding new station. Extending platforms to eight cars. Apply for UMTA grant for new cars. Plan extensions to Atco with Atlantic City as the ultimate goal; along Moorestown corridor; branch to Willingboro-Burlington.

SEPTA will continue its \$1.37-billion six-year capital improvement program as funds permit, with a Fiscal 1973 program totaling \$262 million.

City Transit Division Completed south 1.2-mile Broad Street subway extension. Developing specs



CSX Transportation Locomotive Roster

(Corrected to November 1, 1993)

ROAD NUMBERS	CSX CLASS	BUILDER	HORSEPOWER	WHEEL ARRANGEMENT	PRIOR ROAD	TOTAL	NOTES
117	FP7B	EMD	1500	B-B	SBD	1	1
118	FP7A	EMD	1500	B-B	SBD	1	
1010-1029	Yard Slug	EMD/PNC		B-B	CHE	20	2
1038-1050	Yard Slug	EMD/CHE		B-B	CHE	13	3
1100-1119	SW1500	EMD	1500	B-B	SBD	20	
1130-1139	MP15AC	EMD	1500	B-B	SBD	10	
1140-1149	MP15	EMD	1500	B-B	SBD	10	
1150-1194	MP15AC	EMD	1500	B-B	SBD	45	
1200-1241	MP15T	EMD	1500	B-B	SBD	42	
1300	SW1200	EMD	1200	B-B	RFP	1	
1500-1524	GP15T	EMD	1500	B-B	CHE	25	
1888-1987	U18B	GE	1800	B-B	SBD	49	
2001-2129	GP38	EMD	2000	B-B	CHE	85	
2131-2188	GP38	EMD	2000	B-B	SBD	45	
2200-2279	Road Slug	EMD/PNC		B-B	CHE/ICG/SBD/SP	80	4
2280-2330	Road Slug	EMD/MK		B-B	CHE/SBD	50	5
2400-2404	SD20-2	EMD/PNC	2000	C-C	CHE	5	6
2420, 2421	SD35M	EMD	2000	C-C	SBD	2	
2450-2454	SD38-2	EMD	2000	C-C	SBD	5	
2500-2716	GP38-2	EMD	2000	B-B	SBD	188	
3000-3008	BQ23-7	GE	2250	B-B	SBD	9	7
3100-3143	B23-7	GE	2250	B-B	SBD	44	
3209, 3225	U23B	GE	2250	B-B	CHE	2	
3236-3324	U23B	GE	2250	B-B	SBD	44	
4200-4266	GP30M	EMD	2000	B-B	CHE	64	
4280-4299	GP39	EMD	2300	B-B	CHE	17	
4300-4319	GP39-2	EMD	2300	B-B	D&H	20	
4447	GP40-2	EMD	3000	B-B	CHE	1	
4507-4545	SD35	EMD	2500	C-C	SBD	3	
4559, 4577	SD35	EMD	2500	C-C	CHE	2	
4584, 4589	SD35	EMD	2500	C-C	SBD	2	
4600-4612	SD40	EMD	3000	C-C	SBD	11	
4613-4621	SD40	EMD	3000	C-C	CHE	8	
5201-5224	Road MATE	GE		B-B	SBD	16	8
5500-5516	B30-7	GE	3000	B-B	SBD	17	
5517-5580	B30-7	GE	3000	B-B	CHE	64	
5727-5805	U36B	GE	3600	B-B	SBD	28	
5806-5925	B36-7	GE	3600	B-B	SBD	120	
5930-5949	B40-8	GE	4000	B-B	NYS	20	
6000-6318	GP40-2	EMD	3000	B-B	CHE	213	
6346-6391	GP40-2	EMD	3000	B-B	SBD	24	
6392	GP40-2	EMD	3000	B-B	CHE	1	
6393-6399	GP40-2	EMD	3000	B-B	RFP	7	
6400-6461	GP40-2	EMD	3000	B-B	CHE	62	9
6462-6483	GP40-2	EMD	3000	B-B	SBD	22	9
6484-6499	GP40-2	EMD	3000	B-B	CHE	16	9
6500-6645	GP40	EMD	3000	B-B	CHE	87	
6649-6825	GP40	EMD	3000	B-B	SBD	75	
6828-6854	GP40	EMD	3000	B-B	CHE	12	
6855-6860	GP40	EMD	3000	B-B	RFP	6	
6900-6947	GP40-2	EMD	3000	B-B	CHE	45	9
7000-7094	C30-7	GE	3000	C-C	SBD	94	
7500-7646	C40-8	GE	4000	C-C		147	
7650-7917	CW40-8	GE	4000	C-C		268	10
8000-8241	SD40-2	EMD	3000	C-C	SBD	242	
8242-8261	SD40-2	EMD	3000	C-C	CHE	19	
8262-8357	SD40-2	EMD/CSX	3000	C-C	SBD	30	11
8360-8437	SD40-2	EMD/CSX	3000	C-C	CHE	47	12
8439-8488	SD40-2	EMD/MK	3000	C-C	CNW/MP/SP/UP	50	13
8500-8552	SD50	EMD	3500	C-C	SBD	53	
8553-8595	SD50	EMD	3500	C-C	CHE	43	
8596-8623	SD50	EMD	3600	C-C	SBD	28	
8624-8643	SD50	EMD	3600	C-C	CHE	20	
8700-8709	SD60	EMD	3800	C-C		10	
8950-8972	SD45-2	EMD	3600	C-C	SBD	16	
9000-9002	CW44-8	GE	4400	C-C		3	10

NOTES

- 1 - Builder's model F7B
- 2 - Converted from GP9 units
- 3 - Converted from GP7, GP9 units
- 4 - Converted from GP30, GP35, GP40 units, retaining carboodies and fuel tanks, to be paired with GP40-2 mother units
- 5 - Converted from GP30, GP35 units, retaining carboodies and fuel tanks, to be paired with GP40-2 mother units
- 6 - Rebuilt from SD35 units
- 7 - Converted to cabless "B" units
- 8 - Low-profile "Motors to Assist Tractive Effort" built with traction motors and fuel tanks, to be paired with U36B mother units
- 9 - Converted to slug mother units
- 10 - Widenose units
- 11 - Rebuilt from SD40, SD45-2 units
- 12 - Rebuilt from SD40 units
- 13 - Rebuilt from SD40, SD45 units

BUILDER ABBREVIATIONS

- EMD - Electro-Motive Division, General Motors Corp.
- GE - General Electric Company
- MK - Morrison Knudsen Company
- PNC - Precision National Corp.

PRIOR ROAD ABBREVIATIONS

- CHE - Chessie System
- CNW - Chicago & North Western
- D&H - Delaware & Hudson
- ICG - Illinois Central Gulf
- MP - Missouri Pacific
- NYS - New York, Susquehanna & Western
- RFP - Richmond, Fredericksburg & Potomac
- SBD - Seaboard System
- SP - Southern Pacific
- UP - Union Pacific

SOURCES

- Bull Sheet, Allen Brougham, Editor
- Extra 2200 South, Doug Cummings, Editor
- Cinders Staff

2829 units

RAILROAD POLICE MAN TELEPHONE HOTLINES

Several northeastern railroads have established telephone hotlines which can be used to notify police of problems affecting rail operations. Police are seeking the public's assistance in reporting vandalism, trespassers, thefts, fires, washouts, leaking or defective railcars, signal malfunctions, grade crossing accidents and similar occurrences.

Because railroad enthusiasts are generally knowledgeable about rail operations, they may be especially qualified to spot trouble, and if warranted to report the facts to police. Here are the numbers to be called to report such emergencies (and it is emphasized these are to be used ONLY to report serious problems affecting operations):

AMTRAK.....(800) 331-0008
 CSX.....(800) 232-0143
 CONRAIL.....(800) 272-0911
 NORFOLK SOUTHERN.....(800) 453-2530
 SEPTA.....(215) 580-5749

The above 800 numbers are toll-free and may be used systemwide, 24 hours a day. A "1" must first be dialed.

ADDENDA TO MOTIVE POWER ROSTERS OF SHORTLINE/REGIONAL RAILROADS

The following changes should be made to the motive power rosters of shortline and regional railroads, as published in the January through October issues of Cinders:

BRISTOL INDUSTRIAL TERMINAL RAILWAY - BITY has renumbered U36B 5715 to 361

SOUTHERN RAILROAD OF NEW JERSEY - Add the following units:

727-728	B-B	F7A	EMD	1953	Former Bessemer & Lake Erie 727, 728
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WINCHESTER & WESTERN RAILROAD (NEW JERSEY DIVISION)

Delete GP9's 3403, 3445 (transferred to W&W Virginia Division)

WINCHESTER & WESTERN RAILROAD (VIRGINIA DIVISION) - Add the following units -

403	B-B	GP9	EMD	1954	Former Southern Pacific 3403
445	B-B	GP9	EMD	1955	Former SP 3445

PHILADELPHIA CHAPTER
 NATIONAL RAILWAY HISTORICAL SOCIETY

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