

CINDERS

MARCH 1993



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Volume 54

Newsletter of the

Number 3

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

"STONY CREEK RAMBLE" ON APRIL 25 TO COVER RARE MILEAGE

The Stony Creek branch extending for ten miles from Norristown to Lansdale in Montgomery County has not seen regular passenger service since 1936, and handled its last excursion train in 1949. The former Reading branch, now owned by SEPTA, has been out of service between Norristown and West Point from 1981 until February 1993, when Conrail reopened the single-track line for freight traffic. More than \$1 million was spent on replacing ties, clearing brush and filling washouts.

Stony Creek



On Sunday, April 25, Philadelphia Chapter will charter a five-car SEPTA push-pull train, dubbed the "Stony Creek Ramble," to operate over this "rare-mileage" branch, as well as over a segment of the ex-Reading Bethlehem branch between Lansdale and Telford. This is a unique opportunity to ride the little-known Stony Creek branch, which dates from 1874 but has had no regular passenger service for more than 50 years!

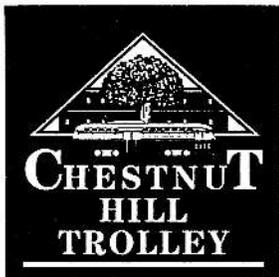
The "Stony Creek Ramble" will leave from the Upper Level of 30th Street Station, Philadelphia, at 9:45 AM, stopping at Jenkintown at 10:15 AM. After a lunch stop at Lansdale, the train will leave that station at 12:30 PM, returning to 30th Street via the center city tunnel about 5 PM.

Motive power is expected to be SEPTA's two RL1 diesel-electric locomotives acquired from Republic last year. Chapter Member Frank Lancaster will be the engineer. A number of photo stops have been arranged enroute, and there is the possibility that additional freight-only trackage will be included.

Fare for the Ramble is \$35 per person. (Passengers boarding at Jenkintown or Lansdale will pay their own fares on regular SEPTA trains returning from 30th Street.) SEPTA also requires that all passengers sign a liability release, which will be distributed by car hosts prior to departure. Tickets may be ordered by sending a check payable to "Philadelphia Chapter NRHS" to P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing a stamped, self-addressed envelope. (Please see the trip flyer included elsewhere in this issue of *Cinders*). For further information, telephone 215-947-5769 evenings before 9:30 PM.

Mike Hopkins is chairman of the Chapter's Trip Committee and Larry Eastwood will again serve as train director for this event.

CHAPTER PLANS FIRST "CHESTNUT HILL TROLLEY" EXCURSION APRIL 18



Philadelphia Chapter NRHS is planning the first excursion with one of SEPTA's newly-repainted "Chestnut Hill trolley" PCC cars on Sunday, April 18. Three cars were repainted last summer in a green-and-cream decor reminiscent of the former Philadelphia Transportation Company, and have been used in "tourist loop" weekend service between Chestnut Hill and Mount Airy.

Currently, the cars are based at Luzerne depot, Luzerne Street & Old York Road, deadheading to and from Chestnut Hill each Saturday and Sunday. Only two cars are needed for this service, however, and the Chapter will charter the third car. This will be the first public excursion with SEPTA's remaining PCC's and the first excursion over Route 23-Germantown Avenue since the line was converted to bus in February 1992.

The special car will leave Luzerne depot at 11 AM, returning about 3 PM. It is possible that trackage in addition to Route 23 will also be covered, but this is not yet certain. A sidetrip through Germantown depot will also be made, prior to its impending closure as a bus garage. When that occurs the Chestnut Hill trolleys will be reassigned to Germantown and use of Route 23 trackage south of that point may not be available.

Fare for the excursion will be \$20 per person, and ridership will be limited to a single car. SEPTA will also 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, making checks payable to "Philadelphia Chapter NRHS" and enclosing stamped, self-addressed envelope.

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

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Program.....Douglas W. Watts
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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, MARCH 19, 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 March 19, 1993 program will feature Railroad Author James L. Holton, who will present a program entitled "The Reading Railroad, History of a Coal Age Empire." Mr. Holton is the author of the well-known two-volume history of the Reading which bears the same title as that of our March program. He is retired following an extensive career in the news media.

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, MARCH 16, 1993 to National Director Frank Tatnall at 215-828-0706, before 6 PM or after 7:30 PM. This is a strict deadline and we ask that you specify when ordering if you desire a fish dinner.

Mark your calendar to be present March 19 at this informative meeting on the Reading's history.

AMTRAK RESERVATION CENTER "SECOND SECTION" SET FOR APRIL 17

Philadelphia Chapter will sponsor a second tour of Amtrak's Fort Washington Reservation Center on Saturday, April 17, 1993 at 2:30 PM. This facility, one of three centers which handle all train reservations for the Amtrak system, is located on Commerce Drive in the Fort Washington Industrial Park, Montgomery County.



Our tour will once again be graciously hosted by Douglas J. Harder, director of the center, and will include all phases of the reservations process. We will be able to listen in on actual conversations showing how agents handle the calls.

We need to give Amtrak ten days' notice on the number of attendees. Preference will be given to those members who were unable to participate in the 1992 tour at Fort Washington. Those wishing to take part should notify Editor Larry Eastwood by telephone (215-947-5769) not later than Wednesday, April 7, 1993. Please do not call later than 9:30 PM.

For those wishing to travel to Fort Washington on SEPTA's R5 Lansdale service, there will be an Amtrak van to meet Train 1546, due to arrive at 1:56 PM from Paoli and center city. If you plan to come by train, please so indicate when making your tour reservation.

There is ample free parking in the Amtrak lot for those who wish to drive. Traveling either northward or southward on Route 309, you should exit at Fort Washington onto Pennsylvania Avenue, then turn right at the first traffic signal onto Commerce Drive for the short distance to the center. Everyone should assemble in the lobby prior to 2:30, and there will be light refreshments available before the tour begins.

While preference is given to those who did not take the tour in February 1992, individuals who wish a "second section" tour through the facility will be placed on a waiting list and will be accommodated, space permitting, after April 7. We once again thank Amtrak for its hospitality in arranging this informative tour.

CHAPTER MEMBER TOM MORAN ON SICK LIST

Chapter Member Tom Moran, well-known Philadelphia radio personality, underwent emergency abdominal surgery the week of February 22. Members are urged to send get-well cards to Tom at his home address:

Thomas F. Moran
7 MacArthur Drive, Apt. N1411
Westmont, NJ 08108-3648

We're hoping Tom will be feeling better and back with us real soon.

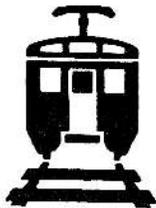
PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

In spite of winter weather, site preparation continues for SEPTA's new Overbrook rail shop in West Philadelphia. The old freight yard located between AMTRAK-owned tracks 1 and 2 along the south side and track 4 on the north side has been completely cleared of brush and undergrowth, and most abandoned track removed. The site encompasses about a mile-long area between 54th Street and Woodbine Avenue, adjacent to a large Acme Markets warehouse. The new facility will replace the 78-year-old Paoli shop but is not expected to perform heavy rebuilding work on SEPTA's MU fleet.

A freight track will also be retained along the south perimeter for use by CONRAIL, but is likely to see service only for emergency detours. (Conrail no longer has crews qualified to operate over AMTRAK between Philadelphia and Frazer, other than for office car specials.) Conrail is currently installing a new track along the north edge of Amtrak's right-of-way between "Zoo" and 44th Street to re-establish the freight connection.



There was news last month about SEPTA's rail stations. Early on February 4 an arson fire gutted the historic Cheltenham station on the Fox Chase Line, destroying it. The station is believed to date from the opening of the Philadelphia, Newtown & New York Railway in 1878..... The wood-frame Overbrook station, considered the oldest railroad station in the Philadelphia area, was closed in 1992 due to structural problems. A civic group's efforts to restore the building got a boost last month when the Federal government approved a \$1-million grant to get the job done. The station was built in 1858, just eight years after the railroad was completed through Overbrook to bypass the Belmont Plane (Sheila Dorr).....SEPTA has agreed to take over maintenance of the ex-Reading station at West Trenton, now owned by NJ TRANSIT, which serves as terminus for the R3 line. Restoration will soon begin on the station canopy (Jersey Central Chapter News).....A truck backed into the canopy at Chalfont station February 1, causing \$2,000 damage.

SEPTA has deferred the bid opening for private operation of the Newtown branch from February 23 to April 12.....Silverliner IV's #110 and 113 are now an odd couple. Car 114, previously married to 113, was heavily damaged in an Ambler grade crossing accident last fall.....Two deaths occurred on the Regional Rail lines last month. On February 8 a 48-year-old man jumped off Lansdale-bound train #582 after it had started to leave Penllyn station, and was pulled beneath the wheels. Then, a six-year-old autistic boy was struck by Airport train #1129 on February 20 as he played on the track near Melrose Park station. He died two days later....DVARP reports that SEPTA this month will begin a two-year, \$28-million reconstruction of the West Chester Line between Secane and Elwyn (six miles). Track, signal and bridge renewal will take place, and a second main track is to be installed between Media and Elwyn.

SEPTA is working on the railroad elsewhere as well, prior to the start of RailWorks in May. Over the weekends of February 27-28 and March 6-7 SEPTA plans to complete the new bridge over Old York Road in Elkins Park.....The Warminster Line was closed during midday hours Monday-Friday through late February for brush clearing, and similar work is to be done on the Doylestown Line until the end of April. Buses are substituted.Welded rail installation on the Norristown Line is forcing single-track operation on weekdays..... A new metered parking lot was opened last month at Ambler station, as was a 132-space lot on the Lafayette Street side of the Norristown station.....Perhaps because of the heat it took over reduced Thanksgiving service last fall, SEPTA told passengers to disregard the published Saturday service levels on February 15, Presidents' Day. Instead, regular weekday train and 200-series bus schedules were operated, though some trains ran with shorter consists.

SEPTA on February 9 opened three bids for a fleet of new Market-Frankford subway-elevated cars. The apparent low bid of \$285.4 million was submitted by ABB Traction at a per-car cost of \$1.15 million for 220 cars to be delivered in married pairs. Other bids were \$302 million by AEG Westinghouse and \$381.9 million by Morrison Knudsen. To be dubbed "M4's," the cars will incorporate numerous high-tech features including AC propulsion equipment, and they will be air conditioned. An additional pair of cars for revenue collection and trash service are part of the package. Deliveries are to be completed in 1997.....SEPTA N5 car #451 has been mounted on new trucks and was still testing on the Norristown High Speed Line last month. The car was spotlighted in a color photo on the first page of Railway Age Magazine's 1993 Light Rail Planner's Guide issued last month. Delivery of the first N5 production car is now set back to May.

SEPTA shifted gears last month when it became known that Luzerne depot, previously announced for closure, would remain open indefinitely and Germantown depot instead would be closed. Well, almost closed. A new storage siding has been completed at Germantown and when the bus operation there is shut down--probably in May--the three PCC's used in weekend Chestnut Hill service will be moved to Germantown. This will end the present deadheading to and from Luzerne. Up to 100 out-of-service buses will also be parked at Germantown. SEPTA officials told the Daily News that closing Germantown as a bus depot would save more than \$1.4 million a year, about \$300,000 less than closure of Luzerne, but would be less disruptive to SEPTA operations. Meanwhile, SEPTA must proceed with removal of the underground diesel storage tanks at Luzerne, and will install a temporary above-ground tank.

(Continued on Page 4)



PHILADELPHIA EXPRESS (Continued from Page 3)

Word is circulating at SEPTA that 14 PCC cars are to be retained and the balance of 70 or more cars sold or scrapped. One motivation for this is the prospect of a tourist rail loop between the soon-to-be-opened convention center near Reading Terminal and the Zoo in West Philadelphia, with PCC's operating via Girard Avenue, 11th, 12th and Bainbridge Streets. This plan is being urged by the City and other groups to add an amenity for visiting conventioners.....In spite of the fact that Route 23-Germantown Avenue was converted to bus last year and future trolley operations are uncertain, SEPTA and PennDOT will proceed this summer to install new tracks between Wayne Junction and Erie Avenue.....SEPTA has begun a practice of running "pilot" trolleys once a month over all accessible 23 and 56 trackage. One of the green Chestnut Hill PCC's is used, because they are the only Luzerne cars with current State inspection stickers.

Trackless Routes 59-Castor Avenue and 75-Wyoming Avenue were converted to bus on February 21 for at least two years, because of Frankford el construction which requires certain overhead wire to be removed. Route 66-Frankford Avenue, however, remains electric.....SEPTA has created a new Light Rail Division, according to a January organization chart. Kim S. Heinle is chief officer.....SEPTA GM Louis Gambaccini was interviewed on CBS Evening News February 17 (seen locally on Channel 10), during which he said that Federal job stimulus money could be quickly put to work fixing deteriorated property on SEPTA and other transit systems.

Following President Clinton's State of the Union address on February 17, much speculation has been heard concerning his proposed \$3-billion short-term job stimulus program for highways and mass transit. Among his recommendations was to fully fund the Intermodal Surface Transportation Efficiency Act (ISTEA), although he called for only about \$750 million in additional transit spending this year--about half of what is needed to meet the full ISTEA authorization. While not covered by ISTEA, AMTRAK would receive \$118 million in new money, Traffic World reported. Not so welcome for transit operators, however, was Clinton's proposal for higher energy taxes, which would raise the price of diesel fuel and gasoline by eight cents by 1997. Currently, ISTEA sets 80 percent as the Federal share for most highway and transit projects, which helps "level the playing field" previously biased against transit. The Federal share for transit operating assistance remains at 50 percent, with State and local sources making up the balance. SEPTA is assured of at least \$18 million in added capital funds, but plans to seek up to \$35 million more during Fiscal Year 1993.

Several construction projects are to be carried forward this year on the Norristown High Speed Line. Midday single-tracking began in February for signal work between Bryn Mawr and Villanova, and welded rail will be installed between County Line and Conshohocken Road stations. The latter will require single-track operation using the new crossovers at Radnor. Later, rail work will be done between Bryn Mawr and Villanova and in the 69th Street Terminal area, including replacement of some third rail dating back to the early P&W days. The long-unused siding at Norristown should be placed in service this summer, following signal work. In addition, interior rebuilding of the 72nd Street shop has begun to prepare it for the new N5 fleet. The aging Chicago cars are becoming increasingly expensive to maintain--not surprising since they have outlasted the "temporary" period for which they were purchased. The only old P&W cars remaining are Bullets 202 and 206 stored near the shop, the latter used as a "pickle" car.

Radnor Township officials are promoting a "rails to trails" scheme for the old P&W Strafford branch abandoned in 1956, but local residents have organized to fight the plan. "Stop the White Wash...No Bike Trail" signs have appeared along Conestoga Road, in the area where the rusty overhead rail bridges remain apparently as a means to deter trucks.....SEPTA has placed in service the re-equipped electric substations at Beechwood and Villanova along the NHSL. These ex-P&W facilities, as well as the already modernized substation at Hughes Park, boast solid-state converters capable of handling the demands of the expected N5 fleet.....Thomas M. Hayward of Delaware County last month was elected chairman of the SEPTA board, succeeding J. Clayton Undercofler of Chester County.....SEPTA reports that ten persons were recently convicted of claims fraud against the Authority, and one was sentenced to eight months in jail.....SEPTA's passenger revenues were 1.6 percent above budget during January, with the City Transit Division 3.9 percent on the plus side but Regional Rail still lagging at 6.4 percent below budget. Total operating revenues for the month were \$24.6 million versus \$24.8 million in January 1992.

Recent Census figures show that more Philadelphia-area commuters are now driving alone to work, while fewer ride public transportation or use carpools. As reported in the Daily News, a Delaware Valley Regional Planning Commission analysis concludes that more than 1.6 million workers in the nine-county region drove alone each weekday in 1990, up 33 percent from 1980, while 273,000 use transit, a four-percent decline. Carpool and vanpool riders dropped 22 percent to 292,000.....SEPTA got snared in a nasty controversy last month when SEPTA police tried to evict a large encampment of homeless people from the subway concourse near 13th Street station. City Councilwoman Jannie Blackwell and her assistant, an ex-convict, became involved in a scuffle with police while trying to intervene on behalf of the homeless. Although GM Louis Gambaccini said that SEPTA was reacting to complaints from subway riders about conditions in the area, the police withdrew and the homeless stayed put while City officials pondered a solution.....Long term, the February 26 explosion at New York's World Trade Center, in which a terrorist bomb is suspected, may further accelerate the flight of workers from large American cities. Reduced mass transit ridership, on PATH and other systems, would be the inevitable result.

AMTRAK on February 1 placed its leased X2000 tilt train in regular Metroliner service between Washington and New York, and reportedly its performance has been excellent. The Federal Railroad Administration granted Amtrak permission to operate the train at a maximum of 135 mph, ten miles higher than normally allowed on the Northeast Corridor. As a result, the train often has to wait for time at intermediate stations. Passengers are treated to first-class luxury at Metrocoach fares, and the ride quality is said to be superior to that of regular Amfleet trains. But the five-car X2000 with its two-and-one seating has only about 200 seats, compared to 265 in a regular five-car Metroliner. A colorful booklet on the X2000 is distributed to passengers and numerous souvenirs are on sale in the "bistro" car.



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PHILADELPHIA EXPRESS (Continued from Page 4)

Currently, the Swedish-built X2000 trainset is operating as Metroliners 114 and 125, but effective March 22 is to be shifted to 202 and 223 which run non-stop between Washington/Baltimore and New York. These trains will be extended to New Haven for the period April 5-May 10. X2000 will return to Swedish State Railways in July.....NARP reports that new Secretary of Transportation Federico Pena rode the X2000 on a January 26 demonstration run.....Agreement has been reached between AMTRAK and the German railway industry to test an InterCity Express (ICE) train on the Northeast Corridor for six months this fall. A six-car ICE leased from German Federal Railways will be shipped in June, the \$7.6-million cost of the project to be financed by German builders. After preliminary tests the high-speed ICE will make a national tour before entering Washington-New York service in September (NRHS News).

AMTRAK and the nation's freight railroads last month announced an agreement which could lead to high-speed (100-150 mph) passenger service on certain freight mainlines. Amtrak President W. Graham Claytor, Jr. and AAR President Edwin L. Harper jointly announced the new policy last month, which represents a dramatic change in attitude on the part of some roads which had felt that high-speed trains would disrupt their freight service. The agreement provides that the full cost of all changes needed for the high-speed trains be borne by Amtrak or other sponsoring entity, and that the owner of the line be fully indemnified "against any and all financial liability arising from accidents affecting passenger service."

The first of 46 new AMD-103 diesel locomotives for AMTRAK should be delivered in May, after trials at the AAR test center in Pueblo, CO. To be classed by Amtrak as P40BH, the General Electric-built units will sport a streamlined body style and yet another new paint scheme. They will be numbered 800-845, with 37 to be delivered this year and the balance in 1994. As with the 500-series P32BH's received a year ago, the new units will be equipped with ditch lights.....AMTRAK last month released its Annual Report for Fiscal Year 1992 ended September 30. The 32-page report is four pages shorter than the previous year's.....Before leaving office outgoing Transportation Secretary Andrew Card appointed Leon J. Lombardi, a Massachusetts attorney, to the AMTRAK board, replacing Paul Weyrich. Amtrak Newsbreak reports that Card also reappointed Haley Barbour of Mississippi to another one-year term on the board. Barbour was recently elected as chairman of the Republican National Committee.....AMTRAK has unveiled a new ad campaign on television. Watch for it!

This year's State budget included \$10 million to purchase two trainsets for a new "Valley Special," to operate between Beaver Falls, Pittsburgh, Altoona, Harrisburg, Reading, Allentown, Bethlehem and Easton. But Governor Casey used his line-item veto to knock out some \$1 billion in capital projects including the proposed "Valley Special".....NARP reports that the AMTRAK authorization law for FY 1993 and 1994 contains a provision allowing Amtrak to discontinue Harrisburg-Philadelphia trains 600, 602 and 617 after October 1, 1993. "Unless the current stalemate in Amtrak-Pennsylvania negotiations ends," NARP warns, "Amtrak will consider restructuring and further reducing the Harrisburg service".....Into this arena has come a newly-formed organization which proposes to operate a privately-owned passenger service between Harrisburg and New York, via SEPTA's center city tunnel, Jenkintown and Trenton. To be called "Diamond Service," the trains would run every two hours.AMTRAK last month closed "Midway" tower at Monmouth Junction, NJ, remoting the interlocking from "Fair" at Trenton.



CONRAIL and NORFOLK SOUTHERN expect to begin RoadRailer service to a new terminal at Rutherford yard near Harrisburg later this month, extending the operation to North Jersey during the summer. RoadRailers are hybrid trailers which can run both on rails and highways, with NS their big user to date. Conrail last year announced plans to buy into NS subsidiary Triple Crown Services, which will manage CR's RoadRailer and domestic intermodal marketing efforts. Triple Crown had earlier said that it will acquire 713 new 53-foot-long RoadRailer Mark V units, to carry both NS and Conrail markings, increasing its fleet by about 25 percent.

The U.S. Postal Service ships 150,000 trailerloads of mail per year using rail intermodal service, bringing the railroads \$210 million in revenues. Thirteen freight railroads in addition to AMTRAK participate, according to the USPS newsletter Focus.....Ringling Bros. and Barnum & Bailey circus will be on the rails again this season. The 52-car Red Unit train will pass through Philadelphia March 8 via CSX-CONRAIL enroute from Hampton, VA to East Rutherford, NJ, and will return from Binghamton, NY to Philadelphia June 1 for a two-week stand at the Spectrum.....CONRAIL began operations over the long-idle Stony Creek branch between Norristown and Lansdale on February 19. Startup was delayed when two local townships filed suit in State court to try to halt the reopening until automatic gates are installed at all highway crossings, but the judge refused to interfere.

CONRAIL is alone among major U.S. railroads is not being controlled by a holding company. That may soon change, as a proposal to create Conrail, Inc. will be brought before the annual shareholders meeting May 26 in Philadelphia.....CONRAIL stock rose to an all-time high of 59-3/8 last month.....As CONRAIL increases its efforts to win truck lines as customers, it has ventured into its rivals' home turf. Late last year Conrail sales people set up a booth at the convention of the American Trucking Associations in New Orleans.....CONRAIL is going after heavy machinery movements with renewed energy. The Machinery Transportation Team has begun a customer newsletter "The Big Picture," which gives information on high-and-wide rates and Conrail's network of special dimensional trains such as CVCH-D which runs each weekend from Coatesville and Harrisburg to Chicago.

CONRAIL and Bethlehem Steel have signed a contract covering the movement of more than one million tons of iron ore from Pier 122 in Philadelphia to Bethlehem this year.....Though completed in November 1991, the Delaware River Port Authority's \$3.7-million container terminal in South Philadelphia finally received its first train on February 10, 1993. CP RAIL 556 arrived with diesels 4224-5405-5530-5410. DRPA said it would purchase the nearby privately-owned RailPort terminal for \$3.2 million.....CONRAIL has begun upgrading its Servo "talking" hotbox detectors to also read out total axle counts of passing trains (P&R Chapter Colebrookdale Local).CONRAIL has installed a steel fence along the ex-Reading Harrisburg Line at the site of old Woodlane



MARCH 13-14, 1993: "Flowers & Big Apple Fling" aboard Washington, DC Chapter's restored heavyweight buffet-lounge Pullman car Dover Harbor. Round-trip each day from Washington to Philadelphia Flower Show and on to New York. Car leaves 30th Street on rear of Amtrak train 182 at 10:09 AM Saturday and Sunday, returning behind train 187 arriving at 6:49 PM. Round-trip Philadelphia-New York fare: \$81 per person. For availability and reservations, telephone 301-292-9592.

MARCH 13-14: Greenberg's Great Train, Dollhouse & Toy Show at Valley Forge Convention Center, King of Prussia, PA, 11 AM to 5 PM both days. Admission: \$5 adults, \$2 children (6-12). For information, telephone 410-795-7447.

MARCH 14: 7th annual Railroad Show & Collectors Market at Zembo Temple, 3rd & Division Streets, Harrisburg, PA, sponsored by Harrisburg Chapter NRHS. Hours: 9 AM to 4 PM. More than 11,000 square feet of railroadiana and model railroad items. Admission: \$3 adults, children under 12 free. For information on table space, write: Harrisburg Chapter NRHS, P. O. Box 3423, Shiremanstown, PA 17011.

MARCH 14: Annual Train Show & Sale at Mother Seton High School, Garden State Parkway Exit 135, Clark, NJ, sponsored by Jersey Central Chapter NRHS. Model trains, railroadiana, railroad collectibles and train set raffle. Admission: \$4 adults, children under 12 free (maximum \$8 per family). For information, telephone 908-665-4018.

MARCH 20: 12th annual Canal History & Technology Symposium at William Simon Business Center, Lafayette College, Easton, PA, sponsored by Canal Museum. Among presentations will be papers on the Delaware & Hudson Canal, Morris Canal, the Juniata Valley iron industry and early work at Bethlehem Steel. A \$35 registration fee includes lunch, reception and one copy of the full proceedings. For information, telephone 215-250-6700.

MARCH 20: "Sugartime Special" chartered Amtrak train from Boston, MA to White River Junction, VT and return, sponsored by Mystic Valley Railway Society. Train leaves Boston (South Station) at 8 AM and operates via Conrail and Central Vermont. Choice of activities at destination. Fares: \$55 adults, \$40 children (5-16). Order tickets from: Mystic Valley Railway Society, P. O. Box 486, Hyde Park, MA 02136-0486, enclosing stamped, self-addressed envelope.

MARCH 20: "Anthracite Express" excursion over Reading, Blue Mountain & Northern Railroad from Port Clinton to West Cressona, Tremont and Donaldson, PA and return, sponsored by Jersey Central Chapter NRHS. RDC-equipped special will leave Port Clinton at 9 AM, returning about 4:30 PM. Several quality photo opportunities will be featured on this rare-mileage trip. Hot food and snacks will be available on board. Fare: \$32 per person. Order tickets from: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066-0700, enclosing stamped, self-addressed envelope. For further information, telephone 908-454-4848 during the day.

MARCH 27: Bus tour of former PRSL electrified line between Camden and Pleasantville, NJ, sponsored by West Jersey Chapter NRHS. Mini-bus leaves PATCO Haddonfield station at 9:15 AM, returns in early evening after stop for dinner. Historical commentary will be offered on station locations, structures, abandoned right-of-way and operation of the third-rail line. Fare: \$20 per person (meals individual settlement). Reserve space by sending check payable to "West Jersey Chapter NRHS" to: William Sweeney, Ticket Manager, 20 Webster Avenue, Cherry Hill, NJ 08002. Also furnish address and telephone number, though tickets will not be sent. For further information, telephone William Sweeney at 609-427-9327 (7 to 10 PM only).

MARCH 27: Symposium on "Preserving and Restoring New Jersey's Transportation Heritage," sponsored by United Railroad Historical Society and Friends of New Jersey Railroad & Transportation Museum. The symposium will be held at Drew University, Madison, NJ, from 9 AM to 5 PM, and feature 20 illustrated presentations. Registration charge of \$30 for non-Friends members includes all seminars, refreshments and lunch. To register, contact: Capt. Bill McKelvey, 103 Dogwood Lane, Berkeley Heights, NJ 07922 (telephone 908-464-9335).

APRIL 3: Bus trip over L&NE right-of-way from Lehigh Gap, PA to Goshen, NY. Bus leaves Trans-Bridge garage in Bethlehem, PA at 8 AM, returns 7 PM. Lunch stop will be made. Fare: \$23 per person. Order tickets from: Richard Prince, 802 Wedgewood Lake Drive, Stroudsburg, PA 18360 before March 20. Make checks payable to "Lehigh Valley Chapter, NRHS" (trip sponsor).

APRIL 18: Tentative date for 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 5 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 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. Meet badge in-

(Continued on Page 8)



Amtrak's May 2 schedule change, early reports suggest, will include some significant changes in the Northeast Corridor.

Weekend Metroliner Service trains will leave each terminal on the half-hour instead of the hour, with conventional trains leaving Washington at 40 minutes past the hour (instead of 20 minutes past), and the enroute schedules will be lengthened somewhat due to some major trackwork.

The Night Owl will run as Trains 76-77 on weekends, operating on a different schedule. The train will be diesel-powered between Philadelphia and Bergen interlocking, just west of the Hudson River tunnel portal. This will allow for catenary reconstruction in conjunction with the Kearny Connection project with NJ Transit.

Train 141 (Springfield-Washington) will be replaced by Train 143 on weekends, operating some 20 minutes later. Train 180 will be replaced by 130 on weekends, also some 20 minutes later. Train 95 will be replaced by Train 99 on weekends, running the same amount later, but with its schedule lengthened by 14 minutes between New York and Washington.

Amtrak's board approved the retirement of additional cars and locomotives at its January meeting. It is understood that the list includes virtually all of the remaining "steam" cars, mostly domes, which have languished at Beech Grove for at least 11 years. You should bear in mind that Amtrak's last "steam" train was operated in March, 1982, with the final train a set of the Silver Star. To mark the historic last trip, Amtrak borrowed two NJ Transit GG1 electrics for the last trip of #82 north from Washington.

Amtrak has renumbered Amdinette 43219 to 48219 shortly after its release from Beech Grove.

In Canada, 1992 saw the last use of vintage cars in scheduled service as CN's Montreal-Deux Montagnes line got additional leased VIA coaches, permitting retirement of the last clerestory-roof coaches, most of which immediately found homes on tourist lines.

Curiously, though, two old combines soldier on for VIA on mixed trains along the northern end of the Churchill line. Reports suggest that VIA is considering modifying two Budd RDC's to be towed as their replacements. As to "pure" RDC's, six cars are still active in VIA service. On Vancouver Island, RDC-1's 6133 and 6134 are assigned to the Malahat to Courtenay. At North Bay, RDC-2's 6205, 6206 and 6214 plus RDC-4 #6250 protect the tri-weekly Sudbury-White River local.

The 15 rebuilt FP9's on VIA are assigned to Winnipeg (6) and Montreal (9) to pull the "steam" consists. Steam-heated consists operating out of Toronto draw an F40 and a steam generator car. Winnipeg sees the use of a pair of FP9's and a generator car, because a fully-loaded FP9 is too heavy for the right-of-way to Churchill.

The last scheduled steam-heated train in the United States was the westbound VIA Atlantic which passed through Maine and back into Canada on the morning of January 24. For the record, the consist was F40 6432, FP9 6309, steam generators 15462 and 15458, deadhead baggage 9618, deadhead Dayniter 5736, baggage 9616, coaches 5537 and 5520, cafe-lounge 757, Dayniter 5750, diner 1347, sleepers Chateau Dollard, Everett, Edenwold and sleeper-observation Algonquin Park.

VIA retired 45 "blue" cars to bring this segment of their fleet down to 99 cars. These will be detailed in the 1993 Trackside Guide, published by the Bytown Railway Society based in Ottawa. Most of the surviving blue cars are assigned to Toronto for a group of trains between Toronto and Windsor. Two smaller groups of cars are still at Montreal and Winnipeg for "protected" trains still operated under government order. Late this year, the first of 33 additional HEP conversions will take over most of the Toronto-Windsor trains.

In continuing research on my Pennsylvania Railroad passenger car roster, I ran across a letter written in June 1955 to the PRR and Reading by the general manager of the PRSL, outlining his needs for power. He listed the locomotives on hand and their assignments, then listed the trains (freight, passenger and switching) drawing steam power. As it happened, there were 12 year-round assignments plus eight additional summer slots.

Accordingly, PRSL got 12 new units in 1955-1956 and assurances that PRR would provide five diesels and the Reading three, for the summer of 1956. The Pennsy reneged and so K4s steam locomotives once again ran to Wildwood that summer. There were eight summer-only steam assignments in 1955, as follows: one Camden-Hammonton and one Camden-Millville (covered by RDC's in winter), three Philadelphia-Wildwood, two Ocean City-Tuckahoe and one Cape May-Wildwood Junction.

The Pennsylvania, meanwhile, purchased nine new sleeper-observation cars for the premier trains, with most of them entering service in 1949. The most famous, of course, were Mountain View and Tower View, which ran on the Broadway Limited until December 1967 (and then on the Florida Special between February 1, 1968 and the spring schedule change.

There were seven "President"-series cars, which ran on the Spirit of St. Louis until October 1956 and on the Cincinnati Limited and Liberty Limited until April 1956. The Admiral was then assigned the cars (advertised as a lounge car) and they ran through April 1957. Thereafter, Samuel Rea achieved a measure of fame as the backup car for the Broadway's twins.

(Continued on Page 8)

EXTRA LIST (Continued from Page 6)

cludes trip on Penn's Landing Trolley in Philadelphia, and possible SEPTA fantrip is planned for Sunday, May 23. For registration and information, write: George VanDeventer, 1470 Kingsley Drive, Warminster, PA 18974.

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.

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, 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 (pre-registrants will receive this material by first-class mail in March). For information, write: 1993 NRHS Convention, P. O. Box 53, Oak Park, IL 60303.

ON THE SCENE (Continued from Page 7)

While most of us remember Pennsylvania 120 as the railroad's premier business car (the result of a 1952 rebuilding), back in 1929 the car was assigned to the vice president-traffic and car 180 was the president's car.

Perhaps the most unusual PRR lounge cars were the 7300-7302, the recreation cars which ran on the Jeffersonian and later on the Penn Texas until April 1959.

I recently visited Baltimore's new light rail line and, in general, was impressed with the equipment and operation, especially considering the speed with which the project was completed. In downtown Baltimore, the line is laid in a reserved area along Howard Street, which is also the location of the CSX tunnel linking the B&O stations at Camden and Mount Royal. North of Mount Royal station, the line follows the right-of-way of the former Pennsylvania Northern Central branch to a terminal near the fairgrounds in Timonium. A future extension, evidently not yet under way, will extend one stop to Hunt Valley.

South of Camden station, the line once again reverts to private right-of-way, including several major bridges, to reach the temporary south terminus at Patapsco. The line is expected to open later this year to Glen Burnie, which itself was a major stop on the old Baltimore & Annapolis.

Sections of the line are single track, and the route, except along Howard Street, is protected by classic color light signals. The fleet consists of 30 articulated cars built by ABB Traction of Elmira Heights, NY. Livery is white with blue striping. Nearest station to Amtrak's Baltimore Penn Station is Mount Royal, only about three blocks west, and in sight of each other.

MEMBERS TO RIDE AMTRAK'S X2000 "TILT" TRAIN MARCH 20

A total of 17 Philadelphia Chapter members and friends have signed up for a group tour on Amtrak's X2000 "tilt" train, when the Swedish-built high-speed train makes its last weekend run over the Northeast Corridor on Saturday, March 20. Operating as Metroliner #112, the sleek X2000 departs from 30th Street at 11:37 AM for New York.

The members will take advantage of a \$10 weekend discount on Metroliner coach fares, plus a small group discount. They will experience the tilt mechanism in operation on curves such as at Frankford Junction, allowing higher than normal speeds on these curves. After arrival in New York, some will return on regular trains, some on the X2000 at 6 PM, and some may use NJ Transit. Member Mike Hopkins is also organizing a group to visit the famed New York Transit Museum in Brooklyn, which can be reached by subway from Penn Station.

The X2000 is completely sold out for March 20, so additional passengers cannot be accommodated.



MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS

Part III

(Corrected to February 1, 1993)

ROAD NUMBER	TYPE	MODEL CLASS	POWER	BUILDER	YEAR	FORMER OWNER
<u>NEW YORK, SUSQUEHANNA & WESTERN RAILWAY (NYSW), Ridgefield Park, NJ (Notes 1, 2)</u>						
11	Railcar	RDC-1	D/M	Budd	1953	Metro-North Commuter 11
16	B-B	70-ton	D/E	GE	1951	Rahway Valley 16
17	B-B	70-ton	D/E	GE	1954	RV 17
18	Railcar	RDC-1	D/M	Budd	1952	MNCR 18
43	Railcar	RDC-1	D/M	Budd	1953	MNCR 43
65	Railcar	RDC-1	D/M	Budd	1953	MNCR 65
116	B-B	NW2	D/E	EMD	1948	Conrail 9264 (Note 3)
120	B-B	SW9	D/E	EMD	1953	Chesapeake & Ohio 5091
142	2-8-2	SY	Steam	Tang Shan	1989	Valley 1647
1800	B-B	GP18	D/E	EMD	1962	
1802	B-B	GP18	D/E	EMD	1962	
1804	B-B	GP18	D/E	EMD	1962	
2012	B-B	GP38	D/E	EMD	1966	Baltimore & Ohio 3800
3000	B-B	C430	D/E	Alco	1067	Conrail 2050
3002	B-B	C430	D/E	Alco	1967	Conrail 2052
3006	B-B	C430	D/E	Alco	1967	Conrail 2056
3612	C-C	SD45	D/E	EMD	1970	Burlington Northern 6480
3614	C-C	SD45	D/E	EMD	1970	BN 6486
3618	C-C	SD45	D/E	EMD	1971	BN 6500
3620	C-C	SD45	D/E	EMD	1971	BN 6503
3622	C-C	SD45	D/E	EMD	1971	BN 6509
3624	C-C	SD45	D/E	EMD	1971	BN 6513
3626	C-C	SD45	D/E	EMD	1971	BN 6514
3630	C-C	SD45	D/E	EMD	1971	BN 6521
3632	C-C	SD45	D/E	EMD	1971	BN 6525
3634	C-C	SD45	D/E	EMD	1971	BN 6542
3636	C-C	F45	D/E	EMD	1971	BN 6640
3638	C-C	F45	D/E	EMD	1971	BN 6644
4002	B-B	B40-8	D/E	GE	1988	
4004	B-B	B40-8	D/E	GE	1988	
4006	B-B	B40-8	D/E	GE	1988	
4008	B-B	B40-8	D/E	GE	1988	
6366	C-C	SD45	D/E	EMD	1970	BN 6489
6515	C-C	SD45	D/E	EMD	1971	BN 6515
M-1	Railcar	RDC-1	D/M	Budd	1950	NJ DOT 558 (Note 4)
<u>Note 1:</u> Operated by Delaware Otsego System. Includes Central New York Railroad (CNYK) and Cooperstown & Charlotte Valley Railway (CACV)						
<u>Note 2:</u> Locomotives also based at Maywood, NJ, Binghamton and Utica, NY						
<u>Note 3:</u> Owned by private individual						
<u>Note 4:</u> Leased by New York, Susquehanna & Western Technical & Historical Society from United Railroad Historical Society						
<u>NITTANY & BALD EAGLE RAILROAD (NBER), Bellefonte, PA</u>						
2427	B-B	CF7	D/E	EMD	1951	Santa Fe 2427 (F7A 268L)
2429	B-B	CF7	D/E	EMD	1950	Santa Fe 2429 (F7A 236C)
9153	Railcar	RDC-1	D/M	Budd	1962	Mass Bay Transportation Authority 9153 (Note 1)
9167	Railcar	RDC-1	D/M	Budd	1953	PennDOT 9167 (Note 2)
<u>Note 1:</u> Owned by Bellefonte Historical Railroad						
<u>Note 2:</u> Operated by Bellefonte Historical Railroad, on loan from Pennsylvania Historical & Museum Commission						
<u>NORTH SHORE RAILROAD (NSHR), Northumberland, PA</u>						
364	B-B	SW8M	D/E	EMD	1950	Conrail 8668
365	B-B	SW8M	D/E	EMD	1950	Conrail 8669
446	B-B	SW9	D/E	EMD	1953	Conrail 8983
<u>OCTORARO RAILWAY (OCTR), Kennett Square, PA (Note 1)</u>						
9	B-B	65-ton	D/E	GE	1941	Black River & Western 7079 (Note 2)
55	B-B	SW1	D/E	EMD	1950	Conrail 8556
103	B-B	RS3	D/E	Alco	1952	Delaware & Hudson 4103
134	B-B	RS3	D/E	Alco	1951	Amtrak 134
341	B-B	GP7R	D/E	EMD	1951	Santa Fe 2202
346	B-B	GP7R	D/E	EMD	1953	Santa Fe 2150
401-402	B-B	U30B	D/E	GE	1967	Tyburn 401, 402
4118	B-B	RS3	D/E	Alco	1952	D&H 4118
<u>Note 1:</u> Locomotives also based at Chadds Ford and Lenape, PA						
<u>Note 2:</u> 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>PATAPSCO & BACK RIVERS RAILROAD (PBR), Sparrows Point, MD</u>						
5-6	B-B	SW1500	D/E	EMD	1967	Richmond, Fredericksburg & Potomac 5, 6
12-19	B-B	Slug		BLW		P&BR 307, 339, 306, 302, 336, 343, 340, 359
112	B-B	SW7	D/E	EMD	1950	Cambria & Indiana 45
113	B-B	SW9	D/E	EMD	1952	
115	B-B	SW9	D/E	EMD	1952	
116	B-B	SW7	D/E	EMD	1950	Conemaugh & Black Lick 115
121-122	B-B	SW7	D/E	EMD	1950	Cornwall 121, 122
123	B-B	SW9	D/E	EMD	1952	Steelton & Highspire 42
124	B-B	SW9	D/E	EMD	1951	S&H 41
128	B-B	SW1200	D/E	EMD	1956	
130	B-B	SW1200	D/E	EMD	1957	
132-133	B-B	SW1200	D/E	EMD	1957	
135	B-B	SW9	D/E	EMD	1951	S&H 40
140	B-B	V01000	D/E	BLW	1942	U.S. Army 7461 (PBR 358)(Note)
141	B-B	V01000	D/E	BLW	1943	U.S. Army 7464 (PBR 356)(Note)
144	B-B	DS44-1000	D/E	BLW	1947	Reading 28 (Note)
147	B-B	V01000	D/E	BLW	1943	Pittsburgh & West Virginia 30 (PBR 355)(Note)
201-202	B-B	SW1200	D/E	EMD	1956	Norfolk & Portsmouth Belt 107, 109
205	B-B	SW9	D/E	EMD	1951	
206	B-B	SW9	D/E	EMD	1952	
218	B-B	SW1500	D/E	EMD	1969	

Note: Rebuilt by EMD

<u>PHILADELPHIA, BETHLEHEM & NEW ENGLAND RAILROAD (PBNE), Bethlehem, PA</u>						
10-11	B-B	Slug		BLW		Conemaugh & Black Lick 12, Reading 712
12	B-B	Slug		EMD		Patapsco & Back Rivers 120
13-14	B-B	Slug		EMD		
21	B-B	NW2	D/E	EMD	1941	
22-25	B-B	NW2	D/E	EMD	1946	
27	B-B	NW2	D/E	EMD	1947	Cornwall 101
28	B-B	NW2	D/E	EMD	1949	Bangor & Aroostook 21
31-34	B-B	SW7	D/E	EMD	1950	
35-36	B-B	SW9	D/E	EMD	1951	
37-38	B-B	SW9	D/E	EMD	1952	
39	B-B	SW1200	D/E	EMD	1956	
42-43	B-B	SW1200	D/E	EMD	1957	
50	B-B	SW900M	D/E	EMD	1936	PBR 110
51-52	B-B	SW900M	D/E	EMD	1937	
90	B-B	SW1200	D/E	EMD	1957	
203	B-B	SW1200	D/E	EMD		
204	B-B	SW9	D/E	EMD		

<u>PINE CREEK RAILROAD,* Farmingdale, NJ (3-foot-gauge)</u>						
1	0-4-0	JLA	D/M	Plymouth	1942	Haws Refractories
3	4-4-OT		Steam	Stephenson	1887	Cavan & Leitrim 3 (Ireland)
5	0-4-0	DL	D/M	Plymouth	1930	Wright Sand
6	2-truck-Shay		Steam	Lima	1927	Ely Thomas Lumber 6
26	2-6-2		Steam	BLW	1920	Surry, Sussex & Southampton 26
40	0-4-0	25-ton	D/E	Whitcomb	1940	Midvale-Heppenstall 40
45	B-B	50-ton	D/E	GE	1951	U.S. Steel
701	0-4-0	10-ton	D/M	Davenport		
7751	0-4-0	25-ton	D/E	GE	1942	U. S. Army 7751

<u>POCONO NORTHEAST RAILWAY (PNER), Exeter, PA (Note)</u>						
77	B-B	SW9	D/E	EMD	1952	Montour 77
87	B-B	NW2M	D/E	EMD	1948	Conrail 9187
601	B-B	SW1	D/E	EMD	1942	Conrail 8408
1751	B-B	GP9	D/E	EMD	1959	Conrail 7242

Note: Locomotive also based at Pittston Junction, PA

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

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

RIDE THE "STONY CREEK RAMBLE"



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	AUTOMATIC BLOCK SYSTEM	LANSDALE.....	L		Yard
-0.2	1.8		KNEEDLER.....	Y.L.		
-0.6	2.6		WEST POINT.....			
-0.8	5.1		BELFRY.....			
-0.7	7.8		HARTRANFT.....			
-0.8	10.1		ELM STREET.....	Y.L.		Yard
-0.8	10.4		MAIN STREET.....			
+0.2	10.9		NORRISTOWN.....	Y.L.		Yard
			(De Kalb Street)			
	26.1			PHILA. (Rdg. Term.).....	Y.L. T.O.	GS

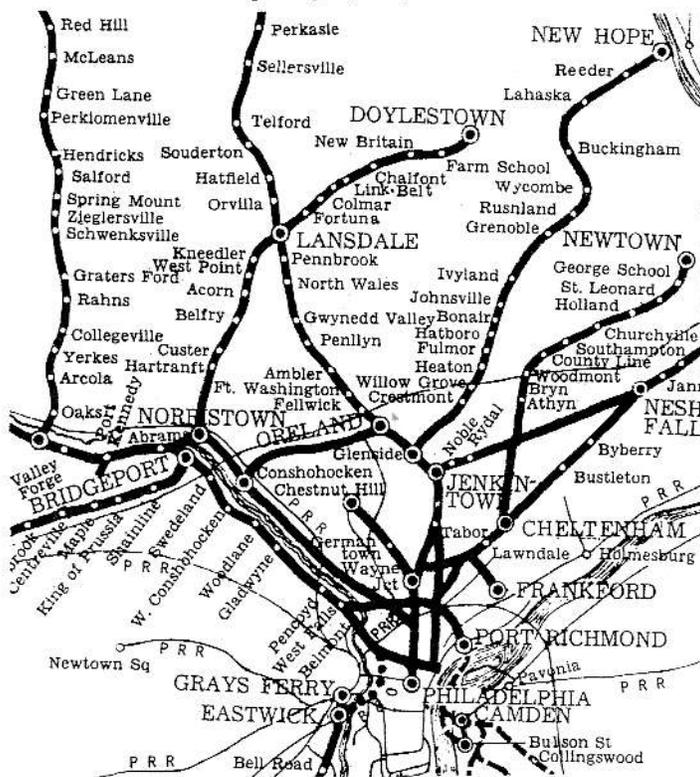


RARE MILEAGE EXCURSION!

SUNDAY, APRIL 25, 1993

Join Philadelphia Chapter, NRHS as we operate the first passenger train in nearly 40 years over the newly-restored former Reading Company Stony Creek Branch between Lansdale and Norristown, PA.

Reading Company TT, 10/02/66



Our trip will originate at Philadelphia's 30th St. Station (Upper Level) at 9:45 AM, EDT, making passenger stops at Jenkintown at 10:15 AM and Lansdale at 12:30 PM. A lunch stop will be made at Lansdale.

The trip will also travel over the little-used former Reading Bethlehem Branch between Lansdale and Telford, with return to 30th Street Station about 5:00 PM.

Our train is expected to feature SEPTA's Bombardier push-pull equipment and two Republic RL1 diesel locomotives #60 and 61. Numerous photo opportunities will be offered.

SPECIAL NOTE: In order to comply with SEPTA's insurance requirements, each passenger participating in this excursion will be required to complete a liability release, provided by car hosts prior to boarding.

Tickets are \$35.00 per person, and should be ordered using the coupon below. Checks should be made payable to PHILADELPHIA CHAPTER, NRHS and you are requested to include a #10 stamped, self-addressed envelope with your ticket order.

Further information may be obtained, if needed, evenings 7-10 PM ONLY, Eastern Time, from 215-947-5769.

Don't miss this opportunity to cover rare mileage behind unique diesel locomotives.

Ticket Agent
Philadelphia Chapter, NRHS
P. O. Box 7302
Philadelphia, PA 19101-7302

Please send me _____ tickets for the Sunday, April 25, 1993 SEPTA Bombardier push-pull "Stony Creek Ramble" excursion. I have enclosed \$_____. I understand that I will be required to complete a liability release in order to participate in this trip.

Name _____
Address _____
City _____ State _____ ZIP Code _____
Telephone (_____) _____

1993 RAY MULLER SLIDE CONTEST WINNERS

A total of 11 members entered the annual Ray Muller Slide Contest at Philadelphia Chapter's February 19 meeting in the Jefferson University Alumni Hall. This was the same number of contestants as last year. A total of 18 prizes were awarded. In the heavy electric category, there were three first place winners, but no second or third-place prizes. The Contest is named in honor of the late Chapter member who was an accomplished slide photographer.

Prize winners and their subjects in the six categories were:

- Steam 1 - Doug Rowland (UP convention special on Altamont Pass, California)
 2 - Roger Cole (Canadian Pacific #2317 on Tunkhannock Viaduct, Nicholson, PA)
 3 - George Wiedersum (Tweetsie RR train in fog)
- Diesel 1 - Larry Eastwood (Rio Grande Zephyr on horseshoe curve at Pinecliffe, CO)
 2 - Tom Pavlick (Burlington Northern E unit at Chicago Union Station)
 3 - Doug Rowland (Reading & Northern GE U-boats at Tamaqua Tunnel)
- Heavy Electric 1 - (tie) Tom Pavlick (Amtrak AEM-7 at Newark, DE)
 Doug Rowland (SEPTA AEM-7 at West Trenton, NJ)
 George Wiedersum (South Branch Valley excursion in West Virginia)
- Light Electric 1 - Tom Pavlick (SEPTA PCC's at Callowhill carbarn)
 2 - Doug Rowland (Santa Clara County LRV with Ford Mustang at San Jose, CA)
 3 - Richard Short (View of Philadelphia skyline through P&W 46 window)
- General 1 - Roger Cole (Water tank on Cumbres & Toltec Scenic RR)
 2 - (tie) Roy Soukup (Conrail bridge over Chesapeake & Delaware Canal)
 David Luery (Loram rail grinder on CSX at Thurmond, WV)
- Oldies 1 - Gerry Williams (time exposure of SEPTA PCC's at Madison loop)
 2 - Richard Short (Baltimore PCC car on Fayette Street at night)
 3 - Larry Eastwood (CP Rail 10-car Budd RDC train at Dorval, Quebec)

The Chapter once again thanks Phil Mulligan for organizing the contest, serving as "emcee" and leading three other judges, Tom Moran, Rich Trosino and Doug Volk, in the judging. Film prizes will be awarded at the Chapter's March 19 meeting.

PHILADELPHIA EXPRESS (Continued from Page 5)

yard east of Conshohocken, suggesting possible sale of the property.....Work should be completed this summer to link the Worthington Steel (former National Rolling Mills) plant near Malvern with CONRAIL's Dale secondary track, the former Trenton Cut-Off. This will allow abandonment of the ex-Reading Chester Valley industrial track.CONRAIL has equipped 62 locomotives (mostly GP15-1's, GP38's and SW1001's) with a computerized work order system, a device that can recognize information handwritten by a conductor on board a local train or switcher and transmit it instantly to the Customer Service Center near Pittsburgh. Most units are in the Philadelphia Division now, but a total of 300 are to be equipped.

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