

CYCLERS

APRIL 1994



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Volume 55

Newsletter of the

Number 4

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

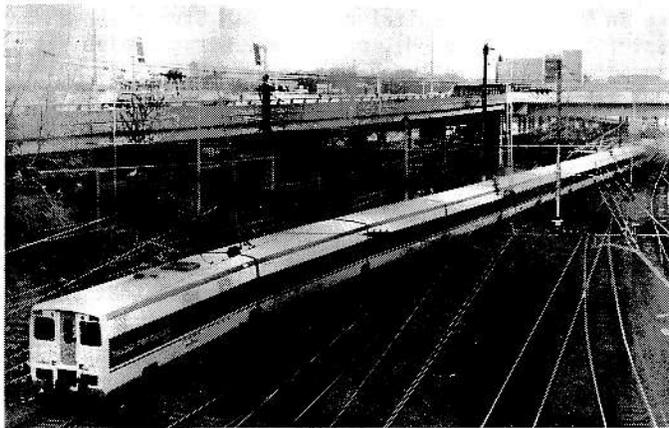
Post Office Box 7302

Philadelphia, PA 19101

SPANISH TALGO TRAIN PAYS TWO VISITS TO 30TH STREET

An unheralded visitor from Spain came to Philadelphia last month, much to the surprise of most area railfans. The Talgo Pendular 200, a low-slung, 12-car train built for RENFE, the Spanish national rail system, made a test run from Washington to Philadelphia and return on Saturday, March 19, behind Amtrak AEM-7's #914 and 947, arriving 30th Street Station at 12 Noon. The same train then made a "VIP" round-trip on Monday, March 21 behind the same two AEM-7's, followed by a reception in Washington Union Station.

Through the courtesy of Amtrak, Member Les Dean rode the southbound trip on the 21st, which departed 30th Street at 10:45 AM. Because of the train's inability to utilize high-level platforms, the train was loaded from track #1 at 30th Street. Departure from Wilmington (track #1) was at 11:14 AM, from Baltimore (track #3) at 12:11 PM and arrival at Washington 12:50 PM. Maximum permitted speed was 110 mph, the train's unique suspension system having been tested previously in the U.S.



The purple-and-white Spanish Talgo leaves 30th Street Station for Washington on a "VIP" special Monday, March 21. The train is now in demonstration service between Seattle, WA and Portland, OR.
--PHOTO BY FRANK TATNALL

This is Les's report:

"The ride was smooth and the noise level quite low. There was noticeable rocking through some interlockings, particularly during crossover moves, but little or none through others; this may reflect more on the track than the equipment. Standing while the train was in motion was quite easy. Four TV sets were mounted in the ceiling of each car.

"The consist (north to south) was as follows:

- Power car (called "service car") for HEP
- 4 first-class cars (26 seats - 2 and 1)
- 1 diner (30 seats at ten tables (4 and 2)
- 1 bar car (ten bar stools plus two tables, each seating four)
- 1 handicapped first-class (14 seats - 2 and 1 - plus handicapped restroom and space for wheelchair)
- 3 first-class cars (26 seats - 2 and 1)
- Power car

"The reception, sponsored by Renfe Talgo of America, Inc., was in the departure lounge at Gates B-C-D. The Spanish ambassador introduced the RENFE president, the Spanish minister of railways and secretary of state for industry. The U.S. was represented by Secretary of Transportation Federico Pena and FRA Administrator Jolene Molitoris, with a strong presence from the Washington State Congressional delegation. The Spanish representatives strongly emphasized the advantages of Talgo for non-electrified, non-high-speed track and expressed the hope that the Talgo would be widely adopted for use here. A selection of Spanish wines was served at the reception."

The following day (March 22), the train was to begin a ferry trip from Washington to Seattle, WA, where it will operate in demonstration service as Amtrak trains 793-792 between Seattle and Portland, OR. The demonstration will extend from April 1 to October 1.

The Talgo was unloaded from a ship March 12 at Dundalk Marine Terminal, Baltimore, and is expected to depart through the same port in October. Its only Amtrak identification is a red, white and blue stripe along the car sides, with small Amtrak logos. It is understood, however, that Renfe Talgo and the State of Washington are bearing all costs of the U.S. tour.

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

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Membership.....Sheila A. Dorr
Newsletter.....R. L. Eastwood, Jr.
Program.....Douglas W. Watts
Publicity.....Thomas F. Moran
Sales.....Harry Garforth, Jr.
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 (\$18.75 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.

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

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

NOTICE OF ANNUAL MEETING AND ELECTION

Notice is given of election of Chapter officers to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Friday, April 15, 1994, beginning at 7:30 PM. The Chairman of the 1994-95 Nominating Committee is:

Mr. William C. Wagner
271 Norfolk Road
Warminster, PA 18974-3725
215-675-7222

Any member in good standing who is interested in running for election to office for the position of President, Senior Vice President, Vice President and Treasurer, Secretary or National Director should contact the Chairman of the Nominating Committee prior to the April 15 meeting.

MARIE K. EASTWOOD
Secretary

OUR MEETING:

FRIDAY, APRIL 15, 1994
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 April meeting will feature a lecture by Carol Deitchman, Business Development Manager, Automotive Marketing & Sales, Conrail, who will explore Class I marketing strategies and working with the automotive industry. This promises to be an informative and interesting look into how Conrail serves the highly time-sensitive needs of this huge industry, which is dependent upon good rail service to compete.

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, APRIL 12, 1994 to President Frank Tatnall at 610-828-0706. This is a strict deadline, and we ask that you please specify when ordering if you desire a fish dinner.

Our May 20 meeting will feature Rodney Fisk and his plans for potential passenger operations using diesel equipment on some of SEPTA's non-electrified area lines. Save the date for this interesting program!

If you haven't finished your income tax by April 15, it's too late anyway, and you might as well forget it and come out and enjoy Philadelphia Chapter's program on Conrail's automotive marketing strategies!

BALDWIN FEATURED IN JOHN KIRKLAND'S NEW "DIESEL BUILDERS" BOOK

The Diesel Builders, Volume Three, by Chapter Member John F. Kirkland, will be published this spring by Interurban Press. Its subject is the Baldwin Locomotive Works of Philadelphia and Eddystone, PA, where John was employed for 30 years beginning in 1940.

His "Diesel Builders" series began with a book detailing the diesel locomotives of Fairbanks-Morse and Lima-Hamilton, and he followed that with a second volume on American Locomotive and Montreal Locomotive Works. He is now preparing a new book on the long history of Electro-Motive before and after it became a division of General Motors.

The Baldwin volume, containing 296 pages, 359 black and white and 20 color photographs and an all-time builder's list, is jacketed with a full-color painting by Larry Fisher. John now lives in Menlo Park, CA.

List price of Volume Three is \$59.95, but a special price of \$49.95 is in effect until April 30, 1994. It may be ordered by mail by sending check or money order to: Pentrex, P. O. Box 94911, Pasadena, CA 91109, or for credit card purchases by telephoning toll-free 800-950-9333. The books will be shipped in May.

PHILADELPHIA



FRANK G. TATNALL, JR.

Construction of SEPTA's new Overbrook maintenance facility is well underway, with steelwork for the buildings nearly complete and tracklaying begun. Completion is targeted for December, at which time the 80-year-old Paoli shop will be closed.....On February 28 SEPTA began a new phase of the long-running project to rehabilitate the Upper Level of 30th Street Station. This six-month phase will include removal of asbestos from the concourse ceiling and installation of a new ceiling, the work areas blocked off by wooden partitions. Rebuilding of the fire-damaged ticket office and repair of escalators and stairways will also be carried out, and some work on the platforms remains to be done.

"Bryn Mawr" tower will not be reopened following the fire there in January, but the interlocking will be remotely controlled from "Paoli" tower when reconstruction is completed in July. Meanwhile, the present reduced rush-hour service will continue. Jointly funded by AMTRAK and SEPTA, the "Bryn Mawr" project is part of an agreement which will result in a new interlocking at Frazer to expedite trains entering and leaving the SEPTA yard. "Park" interlocking at Parkesburg will be removed and hand-operated switches installed for SEPTA turnback moves and CONRAIL access to local industries.



SEPTA last month announced that it will rebuild its five retired Pioneer III MU cars into push-pull coaches. With the five ex-Pennsy cars and a new ALP-44 electric locomotive due from ABB next March, SEPTA will be able to expand its push-pull fleet from seven trains to eight.....After many months in Frazer shop awaiting a transformer transplant, AEM-7 #2302 was returned to service in late February.....SEPTA is now running two seven-car push-pull trains each rush hour. They are Downtown trains 9528-7563 and 9524-9559.A German developer last month announced that it has purchased five blocks of real estate along the east bank of the Schuylkill in center city for a proposed \$1-billion hotel, office and retail complex to be known as Penn Center West. A similar proposal was first unveiled more than ten years ago

after another developer had purchased most of the property in 1967 from the Pennsylvania Railroad. A map published in the Daily News indicates that part of the project would be built on air rights over SEPTA's tracks running between Suburban and 30th Street Stations.

A two-foot-chunk of concrete fell from the 59th Street highway bridge in West Philadelphia onto AMTRAK catenary at 4:20 PM March 15, causing a major power outage on the mainline to Paoli. Amtrak train #615 hauled by F40 diesel #319 managed to scrape by the downed wire on #2 track but all of SEPTA's R5 Paoli service was halted. Train 40 the Broadway Limited picked up stranded SEPTA passengers from train 574 at Haverford and train 42 Pennsylvanian made local stops from Downingtown eastward. Power was restored on #4 track to Overbrook at 6:08 PM. A total of 20 SEPTA trains were terminated or cancelled, and nine other trains were delayed from 25 minutes to an hour and a half.....A 37-year-old center city woman jumped in front of Wilmington-bound train 9241 at Suburban Station about 3 PM on March 17. She was seriously injured and numerous trains were delayed as a result.

Montgomery County last month approved a \$2.5-million joint project with SEPTA to renovate six Regional Rail stations in the County, most of them at least 60 years old. They are DeKalb Street station in Norristown (R6), Philmont (R3), Merion and Wynnewood (R5 west), Oreland (R5 north) and Elkins Park (R1, R2). All of the work is to be finished by 1996, and is in addition to a previously-announced \$8.5-million program to expand parking facilities at nine other stations and to build a new facility at Thorndale in Chester County. Montgomery County also announced that it will contribute \$200,000 to the \$5-million rehab of Lansdale station and its surrounding area, most of which will be paid for by a Federal grant.....The dilapidated Sharon Hill station is being restored through the efforts of the borough's historical society, and now has a new \$14,000 roof to replace the one that collapsed in 1991. The building was erected in 1873 by the Philadelphia, Wilmington & Baltimore Railroad, a PRR predecessor, and according to Member Matthew Nawn is unusual in that it is constructed of serpentine stone, a green rock not common in area buildings. It is located on the southbound side of the tracks rather than the more common practice of providing shelter for passengers traveling north toward Philadelphia. It is eligible for placement on the National Register of Historic Places.

Congressman Curt Weldon of Pennsylvania's 7th District is lending his support to the restoration of SEPTA service to Pottstown and the "Schuylkill Corridor".....In late March SEPTA was storing Peoria Locomotive Works demonstrator unit #1500 (see March Cinders), awaiting orders to ship it elsewhere. SEPTA had used the Caterpillar-diesel-powered switcher only sparingly.....A plan to run a special SEPTA "Governor's train" from Harrisburg to Philadelphia for the Reading trainshed dedication on March 19 was cancelled.....After a half-hearted repainting effort by the Philadelphia Anti-Graffiti Network, the "artists" have returned in force to the infamous SEPTA wall between Suburban and 30th Street Stations.....Airport car #236 is the first to be equipped with newly-designed passenger seats (John Ricciardi).....Collision-damaged Silverliner IV #114 is awaiting shipment to AMF Technotransport in Montreal for repairs. This firm operates the former CANADIAN NATIONAL Point St. Charles shop there.....DVARP reports that Suburban Station is now closed from 1 to 4:30 AM, using new barrier gates.

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)



On March 16 SEPTA took delivery of N5 car #138, the 15th in the 26-car order for the Norristown High Speed Line--not including pilot car #451 which has been returned to the Hornell (NY) shop for rebuilding. Under SEPTA's original contract with ASEA-AMTRAK, the entire order should have been completed by May 1991. Other recent deliveries are #154 on February 15, #153 on February 25 and #155 on March 8.....Over the weekend of March 19-20 SEPTA began removing its old NSSL block signals, starting with the section between Hughes Park and Bridgeport. New home signals at interlockings are now in service, but trains in the affected areas are moving under manual block rules because the ex-CTA cars are not equipped with the new cab signal system. Signal work is progressing south toward Bryn Mawr, but it is unlikely that the cab signals will be cut in until all trains can be operated with N5 cars. Single-track operations are now in effect on weekends in the work areas.

SEPTA last month advertised for bids on its surplus PCC cars, many of which are stored on the asphalt at Germantown depot.....The SEPTA Board, after some acrimonious debate at its March 24 meeting, awarded a \$5.5-million consulting contract to LTK Engineering Services to oversee the procurement of 222 new cars for the Market-Frankford Line. ABB Traction will assemble the cars at its Elmira Heights (NY) plant.....SEPTA's Automotive Engineering Department has drafted specifications for the purchase of 400 new buses, with an option for 200 more.....SEPTA buses are starting to appear in a modified paint scheme designed to make more room for external ads.....SEPTA has settled out of court with advocates for the disabled, who had charged in a Federal suit that SEPTA was failing to comply with the Americans with Disabilities Act. A major point of contention was the failure of many bus drivers to operate wheelchair lifts on their vehicles, the Inquirer reported last month.....Annette B. Gambaccini, wife of SEPTA General Manager Louis J. Gambaccini, died March 26 at the age of 64.

SEPTA is holding a two-for-one "spring break" sale during April, in which any TransPass, TrailPass or Cross County Pass will be accepted on Saturdays and Sundays anywhere on the system. And passholders can bring along a friend or relative free!.....SEPTA's deficit after subsidies for February was \$1.9 million and the cumulative deficit for the first eight months of Fiscal Year 1994 was \$16.1 million. Passenger revenues for the eight months was 3.3 percent below budget. One bright spot in February was Regional Rail whose passenger revenues of \$4.9 million were 3.8 percent above budget. RRD's eight-month revenues of \$34.3 million were 1.9 percent better than budget, indicating that the system is recovering from the effects of RailWorks passenger defections.SEPTA Chief Financial Officer Feather Houstoun said at the March board meeting that no fare increases are now planned, and that the Authority's hiring freeze and other cost-saving measures remain in effect.

SEPTA will receive \$9 million in Federal funds to start work on a new Midvale bus garage in the Hunting Park section. The entire project is budgeted as \$24.2 million.....President Clinton's proposal to cut Federal subsidies for transit operations by \$200 million in Fiscal Year 1995 will be overturned by Congress, the Kiplinger Washington Letter reports. Many transit officials contend such a funding cut would mean fare hikes and service reductions.....A TV report last month said that 7.8 million U.S. workers this year will "telecommute," i.e., work at home using computers to link themselves to their offices rather than actually commuting to those offices. By the year 2001 some 30 million workers will be telecommuting, reducing highway congestion but also having a probable effect on transit.

SEPTA has awarded a \$6.9-million contract to GFI Genfare, a unit of General Signal, for the purchase of 1,150 electronic fareboxes to be used in buses and trolleys.....SEPTA Board Chairman Thomas Hayward and Vice Chairman Patrick McCarthy have been re-elected for another one-year term.....SEPTA has increased the operating hours of its information center at 69th Street Terminal on weekdays by four hours--from 6 AM to 6 PM. Its phone number is 580-3800.....SEPTA is now advertising the operation of two-car trains on subway-surface Routes 10 and 13 during weekday peak periods. On Route 10 there are two trains in the AM and one in the PM, while on Route 13 four trains operate in each peak. Two-car operation was discontinued several years ago because of a fear that pedestrians would try to walk between the cars.....Kawasaki cars #105 and 9052 are in Woodland shop for heavy repairs, and Broad Street car #699 has been returned to Fern Rock shop after structural repairs by Delaware Car Company in Wilmington.



AMTRAK plans to eventually acquire 275 hybrid RoadRailer vehicles for carrying U.S. Mail, and perhaps other express-related cargoes. This year's program includes the first 15 "Mark V" units.....AMTRAK in June will go out for bids on 26 high-speed trainsets for the Northeast Corridor, expected to cost over \$450 million. There is to be an option for another 25 trainsets. Six joint ventures of U.S. and European suppliers are pre-qualified to bid, but "maximizing the domestic content of the trainsets will be an important factor in the award of a contract," Amtrak said (Railway Age).....Delaware has launched a campaign to secure the new maintenance shop for AMTRAK's high-speed trains. The new facility most likely will result in the ultimate phase-out of the present Wilmington shop (Roy Soukup).

With completion of CONRAIL's new Engleside connection (see March Cinders), AMTRAK will soon begin to remove all switches in "Zoo" interlocking which connect Conrail tracks with those of Amtrak and SEPTA. Conrail trains thus will be able to move onto and off the High Line without contacting the Amtrak operator.....Railway Service Corp. is continuing its efforts to establish privately-operated passenger train service between Harrisburg, Philadelphia and New York, using various AMTRAK, CONRAIL and SEPTA routes.....AMTRAK reportedly is having some startup problems with its new centralized Crew Management Center in Baltimore, which handles crew assignments across the system in lieu of the 13 separate crew bases previously staffed by the Passenger Services Department.

PHILADELPHIA EXPRESS (Continued from Page 4)

There is widespread speculation that AMTRAK may have difficulty in renegotiating contracts with the freight railroads before the current agreements expire in 1996. But NARP points out that Amtrak's implementing law, the Rail Passenger Service Act of 1970, does not expire and will continue to entitle Amtrak to operate over most U.S. railroad lines. The law further provides that if Amtrak and a railroad cannot reach agreement, the Interstate Commerce Commission "shall, in fixing just and reasonable compensation in excess of incremental costs, consider quality of service as a major factor in determining the amount (if any) of such compensation." Incremental costs are those costs that would not be incurred if Amtrak did not exist.

AMTRAK has extended its "55 percent off" sale from February 28 to April 29 for travel completed by June 16. These non-refundable tickets are reduced 55 percent below regular one-way fares of \$75 or more. A heavy TV and print campaign continues, with the theme "Amtrak Meets You More Than Half Way".....Effective April 30 AMTRAK is increasing fares on its western routes by two-and-one-half percent, and certain eastern fares will also rise. New All Aboard America fares are \$198 peak and \$178 off-peak for one region, \$278 peak and \$238 off-peak for two regions and \$338 peak and \$278 off-peak for the entire country (Amtrak Newsbreak).....Among new AMTRAK dining car treats are a fettuccine pasta lunch for \$6 and "Choo Choo Chewies" for kids, a meal box containing entrees attractive to children plus Oreo cookies, games books and travel quizzes--all for \$3.50.



CONRAIL last month ordered 40 more General Electric 4,000-hp C40-8W units for delivery this year, part of an effort to solve an acute motive power shortage exacerbated by the past winter's extreme weather.....UNION PACIFIC SD40-2 #3438 was spotted at Morrisville yard on March 5 for use on train MOPI5Z. It was one of numerous foreign line units seen recently in the area.....In a surprise, CSX SD40-2 #8164 led CONRAIL train ALPGO over the High Line on March 20, in spite of the fact that this is cab signal territory. Non-cab-signal units are permitted to lead under certain conditions but at less than 25 mph.....GP38 #7868 with its unique Philadelphia Division logo was working out of Midvale yard, Philadelphia, in late March.....Contrary to an earlier report here (February 1993 Cinders), the new "Quality" logo still displays a "mirror-image" CONRAIL "C" on the right side of certain locomotives.

Penn Central disappeared as a corporate name last month, when the Cincinnati-based company descended from the infamous railroad formally changed its name to American Premier Underwriters, Inc. Having long since disposed of its rail and real estate assets, PC is now solely an insurance company, but still has one employee in Philadelphia who maintains the corporate archives and tons of legal documents dating from the railroad divestiture.....CONRAIL last month received unwanted publicity in an Inquirer article reporting that the Port of Philadelphia's import steel business has suffered from a chronic shortage of railcars.....CONRAIL also was criticized for allowing improper demolition of the old Reading grain elevator at Port Richmond, which allegedly released asbestos particles into the local neighborhood.

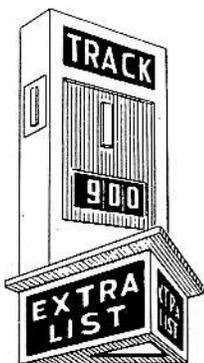
CONRAIL interchanges traffic with about 170 shortlines, regional railroads and switching carriers, which produces nearly a half-billion dollars in annual revenues for CR. These were among the many facts emerging from Member Larry DeYoung's presentation at the March 25 Chapter meeting on Conrail's shortline marketing program, of which Larry is a director.....CONRAIL operated an office car special from Philadelphia to Pittsburgh and return March 9-11, consisting of E8's 4020-4021 and cars 11-4-1-3-55-27-10-9. At the same time, bedroom car #8 was loaned to CSX for a Washington-to-Jacksonville inspection train for a group of Russian railway officials.....On the Pittsburgh trip numerous foreign-line locomotives were seen stored at Juniata shop in Altoona, some of them to be rebuilt for outside customers, some for CONRAIL's own "Insourcing" program and some for parts. Ex-SOUTHERN RAILROAD OF NEW JERSEY U30B #2876 was among them.....CONRAIL has turned over 12 retired SD40's to the Insourcing program for rebuilding.

CONRAIL began blasting rock out of the roof of Flat Rock tunnel on March 21, as part of its ongoing double-stack clearance program (see March Cinders). Some four feet of rock must be removed from the 940-foot-long tunnel to create a vertical clearance of 20 feet, eight inches for the container trains to operate into Philadelphia beginning late next year. The tunnel is located on the ex-Reading Harrisburg Line adjacent to the Schuylkill Expressway in West Manayunk.....Serious late-winter congestion continued last month in many CONRAIL yards, particularly at Oak Island and other North Jersey terminals.....CONRAIL has opened a new building on Island Avenue in Southwest Philadelphia, housing corporate records removed from the old Merion Avenue warehouse and elsewhere.

A total of 332 management employees 55 years of age and over accepted CONRAIL's offer of early retirement effective April 1. This was 80 percent of the 411 who were eligible.....CONRAIL recently filed suit against the State of New York and some 700 local taxing jurisdictions in the State, charging that their high tax rates violate Federal law. Conrail said that it should have paid about \$20 million in taxes rather than the \$32 million actually assessed last year. A Federal judge has now issued an injunction barring collection of taxes at a level higher than before.....CONRAIL, NORFOLK SOUTHERN and UNION PACIFIC are forming a nationwide container pool for the domestic market, the Journal of Commerce reported last month.....CONRAIL is in the process of installing automatic equipment identification (AEI) readers along all of its major routes, in order to comply with an industry mandate that freight cars be traceable through this high-tech system by next year. One of the small trackside devices is to be located at Belmont in West Philadelphia.

Frank J. Wilson, 45, a former SEPTA operations director and later general manager of CHICAGO TRANSIT AUTHORITY and BAY AREA RAPID TRANSIT, has been named New Jersey transportation commissioner by Governor Christine Whitman. He replaces current AMTRAK President Thomas Downs both as commissioner and as chairman of NJ TRANSIT. Former Federal Transit Administrator and SEPTA Board Member Brian Clymer is now New Jersey state treasurer (Railway Age).....We are happy to report that in at least one instance NJT has not succumbed to political correctness. We recently noticed a female train crew member whose cap badge read "TRAINMAN".....NJT has received GP40PH-2 units #4203 and 4204 from CONRAIL's Juniata shop, with 14 more to come. Meanwhile, the aging U34CH's soldier on.

(Continued on Page 12)



APRIL 16, 1994: EastRAIL '94 multi-projector sound and slide presentations by top rail photographers, sponsored by Jersey Central Chapter NRHS and hosted by Railfan & Railroad and Railpace Magazines. Located at Dover High School, Grace Street off Route 15, Dover, NJ, doors open 10:30 AM with first show at 11 AM. Last show ends about 7 PM. Admission: \$12 adults, \$8 children. Order tickets from: EastRAIL '94, c/o Jersey Central NRHS, P. O. Box 700, Clark, NJ 07066-0700, enclosing stamped, self-addressed envelope. For information, telephone 201-488-5429.

APRIL 24: Heavyweight Pullman lounge Dover Harbor, fully restored by Washington, DC Chapter NRHS, will operate Washington-Philadelphia-New York and return on rear of Amtrak trains #182 and 187. Fare Philadelphia-New York and return: \$54 per person. Order tickets from: Washington, DC Chapter NRHS, c/o Henry Bielstein, 13425 Reid Circle, Fort Washington, MD 20744-6522. For information, telephone 301-292-9592.

APRIL 30: Potomac Eagle Railfan Day on South Branch Valley Railroad, with diesel-powered special operating 105-mile round-trip over entire line. Train leaves Romney, WV at 9 AM, returning about 6 PM. Fares: \$49 adults, \$35 children (3-12), including

box lunch. For tickets and information, contact: Potomac Eagle, 2306 35th Street, Parkersburg, WV 26104 (telephone 800-22-EAGLE).

MAY 5-8: "Main Line to Wilmington," 26th annual meeting of Pennsylvania Railroad Technical & Historical Society headquartered Holiday Inn Downtown, Wilmington, DE. Events include tours of Amtrak's Bear and Wilmington shops, doodlebug trip on Wilmington & Western, vendor tables, model contest and banquet. Open only to PRRT&HS members. For information, contact: David Scott, P. O. Box 194, Glenmoore, PA 19343-0194.

MAY 7: Massachusetts Bay RRE will operate repeat of sold-out April 16 excursion on St. Lawrence & Atlantic Railroad from Bethel, ME to Norton, VT and return. This "rare mileage" trip will leave Bethel, ME at 9:00 AM, stopping for passengers at Gorham, NH at 9:45. Return to Bethel scheduled for about 6:00 PM. Equipment will consist of StL&A diesels and restored cars of the Sunday River Silver Bullet Ski Express. Box lunch included. Fare: \$49. Order tickets from: Mass Bay RRE, P. O. Box 1393, East Arlington, MA 02174-0022. Trip will travel through Gorham, Cascade, Berlin, Groveton and North Stratford, NH; East Brighton, Island Pond and Norton, VT, turning at the international border with Canada.

MAY 7-8: Annual convention of Anthracite Railroads Historical Society at Guthrie Inn, Sayre, PA. Programs will emphasize Lehigh Valley Railroad, including banquet talk by Charles Turner, retired chief mechanical officer of the LV. Convention fee: \$48 per person. For reservations contact: ARHS, P. O. Box 519, Lansdale, PA 19446-0519, making checks payable to "Anthracite Railroads Historical Society."

MAY 9: "The Great Canadian Train Ride" film lecture presented by Travelogue Producer Doug Jones, 8 PM at restored Keswick Theater, Easton Road & Keswick Avenue, Glenside, sponsored by Kiwanis Club of Jenkintown. (Show postponed from March '2.) Tickets \$10 per person at box office. For information, telephone Mike Czerwonka at 215-886-4195.

MAY 14: Delaware Transportation Festival at Amtrak station, Wilmington, DE, sponsored by Delaware DOT, Amtrak and City of Wilmington. Hours: 10 AM to 5 PM. Admission free. Rail equipment displays, SEPTA train rides, model railroad exhibit and vendor tables will be featured. Philadelphia Chapter will again be represented with a table. For information, telephone DelDOT at 302-577-2025.

MAY 21: Railfan Day on Middletown & Hummelstown Railroad, Middletown, PA, with diesel mixed train operating over entire railroad. Numerous photo opportunities will be offered. Train departs Race Street, Middletown at 11 AM. Fares: \$6.50 adults, \$3.75 children (\$2 extra in caboose). With box lunch, fares are \$13 adults and \$10 children. For information, telephone 717-944-4435.

MAY 21: "First State Flyer" rare-mileage excursion on Delaware Coast Line Railroad from Lewes to Georgetown, DE and return, sponsored by Baltimore Chapter NRHS. Queen Anne's Railroad 0-6-0T steam locomotive and cars will be used. Train leaves Lewes station 10 AM. Fare: \$17.50 per person (box lunch \$5). Order tickets from: Baltimore Chapter NRHS, c/o Chris Hash, 212 South Aurora Street, Easton, MD 21601-3413, making checks payable to "Baltimore Chapter NRHS" and enclosing stamped, self-addressed envelope.

MAY 21: "Festival Flyer" excursion from Alexandria to Front Royal, VA and return via Norfolk Southern, with J-class 4-8-4 #611 on the point, sponsored by Potomac and Washington, DC Chapters NRHS and Chesapeake Division RRE. Train leaves Alexandria 8 AM, returns about 8 PM. Fares: \$66 adults, \$44 children, \$160 first class, \$195 in Pullman Dover Harbor. Tour of Skyline Caverns \$7.50 adults, \$5 children (2-15). Order tickets from: Steam Train Excursions, P. O. Box 151, Alexandria, VA 22313-0151, enclosing stamped, self-addressed envelope.

MAY 22: "Oak Ridge Flyer" excursion from Alexandria to Oak Ridge, VA and return via Norfolk Southern, behind J-class #611, sponsored by Potomac and Washington, DC Chapters NRHS and Chesapeake Division RRE. Train leaves Alexandria 7:15 AM, returns about 9 PM. Additional event is Oak Ridge Festival at estate of Thomas Fortune Ryan, featuring food, crafts, entertainment and optional tour of Oak Ridge mansion. Fares: \$74 adults, \$50 children, \$189 first class, \$229 in Pullman Dover Harbor. Order tickets as in previous item.

JUNE 11: Pennsylvania Railroad Day at Railroad Museum of Pennsylvania, Strasburg, PA, co-sponsored by Pennsylvania Railroad Technical & Historical Society. Events include slide lecture by Ivan Frantz entitled "PRR's Involvement in the Civil War." Regular museum admission charges apply. For information, telephone 717-687-8628.

JUNE 22-26: "Steam'n Through Georgia" NRHS national convention in Atlanta, GA, featuring steam and diesel excursions on Norfolk Southern, shortline excursion on Georgia Northeastern, New Georgia dinner train, seminars, tours, banquet, railroadiapa show & sale and Airliners International convention. Full information is contained in brochure and order form mailed to all NRHS members. Inquiries should be directed to: '94 NRHS National Convention, P. O. Box 2003, Smyrna, GA 30081-2003 (telephone hotline 404-736-1431).



Amtrak's spring schedule change, effective May 1, includes a number of changes of particular interest to those in our area.

All Northeast Corridor trains are now non-smoking, including the Palmetto, Carolinian, Pennsylvanian and all Empire Service trains as well. Overnight trains, except the Night Owl, still offer smoking space, but a number of trains in western service have dropped smoking, and schedules indicate stops where smokers may de-train and "light up".

In changes in the Corridor, Train 669 will also now run Sundays. Some Springfield Line stops at Windsor, CT are swapped between trains. Train 643 will stop at North Philadelphia, but Train 135 will not. Train 183, the Chesapeake, will now run weekends only as the Fort McHenry, dropping North Philadelphia and BWI Airport stops in the process.

Train 95 to Newport News, VA will run earlier. Additionally, Train 99 will operate on the approximate time of 183's slot weekdays to Richmond as the Virginian, but on Fridays will continue on to Newport News. Train 85 runs weekdays to Washington, weekends to Richmond, and is renamed the Chesapeake.

Train 671 will add North Philadelphia as a stop, and Train 177 will add Old Saybrook, CT. Train 127 is discontinued Fridays between July 1 and September 9, when the Cape Codder runs east. Train 170 eliminates Bridgeport, CT as a stop, and Train 142 will add Newark, DE instead of Train 178. Train 178 will add Princeton Junction and New Brunswick instead of Train 42, and will also make Metropark.

Passengers will be carried on Train 670, the Midnight Special, from Washington to Philadelphia, leaving at 12:10 AM on Tuesday through Saturday mornings.

On the Harrisburg Line, Trains 642 and 643 will add Exton.

On the Atlantic City Line, Amtrak trains will no longer stop at Lindenwold (but NJ Transit will) when the new Cherry Hill station opens. The first westbound train from Atlantic City will operate about two hours later and continue weekdays to Richmond, VA, about a half-hour after present Train 85, which will be discontinued on weekdays. The second train will run only to Washington on weekdays, but still continues on to Richmond on the weekends.

Empire Service will see a major restructuring. In equipment, plans are to refurbish the 27 ex-Pennsy and 10 ex-Santa Fe "Clocker" coaches and transfer them to Empire service, with a similar number of Amfleet cars being transferred back to the Northeast Corridor. Major reason for this is the problem with freezeups on the automatic doors on the Amfleet in the harsh Empire State winters.

There will be one less train per week to Syracuse and Albany, but two more to Niagara Falls. The westbound New York-Toronto Maple Leaf will operate one hour earlier.

A new weekend overnight train is to be added between New York and Niagara Falls. The Niagara Rainbow is set to leave Penn Station on Friday and Saturday evenings at 10:30 PM and arrive Niagara Falls, Ontario at 7:15 AM. Passengers for Toronto will have a 75-minute break and continue on via the VIA train General Brock, arriving Toronto 10:21 AM. Through sleeping car service is questionable as we write this, although it is possible that Amtrak food service may continue through. Eastbound, the train connects from the VIA train leaving Toronto at 5:45 PM, due into Niagara Falls, Ontario at 7:43 PM. The Niagara Rainbow will apparently leave at 8:45 PM from the Canadian side, but will not depart Niagara Falls, NY until 11:10 PM. So, enterprising tourists may wish make an evening visit to the Falls, go through customs on your own and catch a taxi to the Niagara Falls, NY station. This train should open up some interesting travel possibilities.

The southbound Adirondack will operate about a half hour earlier and the later Sunday schedule is discontinued. The train will now leave Montreal at 10:25 AM and connects in New York with Corridor trains 179 or 167. Northbound, the train leaves an hour later (30 minutes Sundays).

A new New York-Saratoga Springs service is added this summer, with Train 245, the Travers leaving Penn Station at 7:45 AM July 28-August 28, reaching Saratoga at 11:05 AM, on weekends. Fridays, Train 259 will be renumbered to 269 Spa Express, between July 1 and September 2, arriving Saratoga Springs at 8:05 PM. Train 270, meanwhile, will operate south from Saratoga Springs weekends July 4 through September 5, as Train 260, Jim Dandy, leaving at 7:15 PM.

Several name adjustments will be made, with the Half Moon added in lieu of the Washington Irving. Since the name Niagara Rainbow has been appropriated for the overnight train, the present train of that name will become the Mohawk.

The only long-haul Empire Service train to change is the westbound Lake Shore Limited, which will leave Penn Station at 7:10 PM and Boston at 4:20 PM, reaching Chicago at 12:58 PM, restoring connections to the

READING TRAINSHED REOPENS AS CONVENTION SHOWPLACE

On Saturday evening, March 19, Governor Casey and Mayor Rendell cut a ribbon officially reopening the historic Reading Terminal trainshed as a key part of the new Pennsylvania Convention Center in Philadelphia. The \$250-per-plate black-tie gala preceded an open house the next afternoon during which the public--some 10,000 strong--was admitted to oooh and ahhh at the magnificent \$54-million reincarnation of the classic single-span shed, which for 91 years had sheltered throngs of Reading passengers.

What the public saw is a Grand Hall with 55,000 square feet of floor space at track level, surmounted by the beautifully-restored wood and ironwork of the 90-foot-high arched roof. On the north end of the shed is a 33,000-square-foot ballroom perched on yet another level, in which 2,000 diners can be served. Amid the entertainment and tours, visitors noted the stainless-steel "rails" embedded in the floor of the Grand Hall and the 12 marble pylons representing the old train gates. There were a large model layout and two displays of Reading memorabilia put together by the Gallery at Market East--largely from the collection of retired Conductor Robert Linden. The event was the kickoff of this year's Welcome America! celebration in the City.



The rebuilt shed is linked to the Convention Center exhibit halls by a bridge above Arch Street, and in the future will be accessible through the terminal headhouse on Market Street, to be restored under a \$46-million plan developed by the City. Mayor

Rendell has called the trainshed totally unique as a public meeting space and an excellent sales tool for attracting major conventions. The famed Reading Terminal Market, renovated as part of the trainshed project, is located at street level in the terminal complex.

On the same Sunday the Gallery set up its "Celebrate the Reading Lines" exhibit in the Center Court at 9th & Market Streets. Numerous railroad signs, locomotive plates, dining car ware, timetables and other items were also loaned by Bob Linden, there was an animated display and the Franklin Institute contributed a model layout. Philadelphia Chapter was asked by Gallery management to staff the exhibit and answer questions from the public, a task which kept Frank Tatnall and Harry Garforth busy during much of the afternoon. The exhibit was to remain open until April 2. Amtrak was also on hand to give out travel literature, chances on free trips and paper Reading engineer hats for children.

A new 95-page book was commissioned for the trainshed reopening by the Convention Center Authority, and was on sale during the day. Entitled Reading Terminal and Market, by Carol Highsmith and James L. Holton, it is priced at \$29.95 in hardcover and \$19.95 in softcover. It may be purchased at Reading Terminal Market or by calling 800-448-6012.

ON THE SCENE (Continued from Page 7)

California Zephyr and Empire Builder. The Lake Shore Limited will add a dome-coach to its consist between Albany and Chicago. The Slumbercoach which currently operates Chicago-Boston will now run Chicago-New York.

In other long-distance services in the east, the Cardinal will receive a full dining car instead of its present Horizon dinette, and the Broadway Limited, for the summer, will get the Horizon dinettes. Full dining car service will be restored to the Broadway Limited when Superliners go into full service on the Capitol Limited. The Cardinal will also lose its Slumbercoach at the time change.

I had the privilege of riding the inaugural special to publicize the assignment of Superliners to the City of New Orleans. Apart from experiencing a route and equipment with which I am not that familiar, these trips provide an informal opportunity to discuss issues with others to confirm reports.

My westbound trip on the Lake Shore to Chicago was memorable, arriving 4-1/2 hours late, mostly due to delays caused by the freight railroad over which we ran (hint: it begins with a "C"!). I was staying in Homewood, IL, and just managed to catch the City of New Orleans down (however, 87 passengers missed the westbound Southwest Chief and were put up overnight in Chicago).

Enroute, new and old streetcar lines were a part of this trip. We spent a night at Memphis, allowing a ride on the trolley along Main Street in a former Portugese single-truck car, believed to have been built by Brill. New Orleans, meanwhile, appears to have repainted all of the cars on St. Charles, at least those which are active.

Returning to Chicago, we were the first revenue passengers to ride in Superliner Sleeper 32083-Iowa, and upon arrival in Chicago, I had the opportunity to observe an evening rush hour on the South Shore Line and the former Illinois Central Metra Electric. At least 22 Metra Highliner double-deck MU's have been rebuilt with handicapped access and a sharp new gray, blue and red livery.

The South Shore Line has received 17 new (1992) cars, including seven motors and ten trailers, for a total of 58 cars. On the rush I saw, 49 of these cars operated, including four borrowed to protect a Metra Electric trip.

Chicago Transit Authority's new Midway Airport rapid transit (Orange) line operates largely alongside railroad rights-of-way and, accordingly, provides several areas for photo opportunities. A new "L" station has opened at Roosevelt Road, but the bridge leading west has been dismantled at Clark Street in a major reconstruction project.

My return home was via the Broadway Limited, which was late leaving Chicago, but neither CSX or "Big Blue" added to the delay this time. I was one of several passengers connecting to buses at Harrisburg. We did have prototype Viewliner diner 8400 on our consist, which I found to be very airy inside due to the large number of windows.

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS

(Part III)

(Corrected to February 15, 1994)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>SHAMOKIN VALLEY RAILROAD (SVRR), Northumberland, PA</u>						
86	B-B	SW7	D/E	EMD	1950	Conrail 8869
<u>SOUTH BRANCH VALLEY RAILROAD (SBVR), Moorefield, VA</u>						
1	B-B	S1	D/E	Alco	1943	U. S. Army 7135
82	B-B	BL2	D/E	EMD	1948	Western Maryland 7182
6135	B-B	GP9	D/E	EMD	1956	Chesapeake & Ohio 6135
6240	B-B	GP9	D/E	EMD	1957	C&O 6240
6352	B-B	GP9R	D/E	EMD	1956	Norfolk & Western 2003
6447	B-B	GP9R	D/E	EMD	1956	N&W 2002
6506	B-B	GP9	D/E	EMD	1956	Baltimore & Ohio 6506
6600	B-B	GP9	D/E	EMD	1955	B&O 6600
6604	B-B	GP9	D/E	EMD	1955	B&O 6604
<u>SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SPTA), Philadelphia, PA (Note)</u>						
50-52	B-B	SW1200	D/E	EMD	1954	Milwaukee 649, 626, 639
60-61	B-B	RL1000**	D/E	RLI	1992	
90-91	B-B	GP9	D/E	EMD	1955	Conrail 7019, 7028
2301-2307	B-B	AEM-7**	Elec	EMD	1987	
Note: Locomotives also based at Frazer, PA						
** - Equipped with head-end power						
<u>SOUTHERN RAILROAD OF NEW JERSEY (SRNJ), Winslow, NJ</u>						
D	B-B	F7B	D/E	EMD	1950	Boston & Maine 4268B (Note 1)
44	B-B	F3A	D/E	EMD	1948	Bangor & Aroostook 44 (Note 2)
56	B-B	F3A	D/E	EMD	1948	BAR 46 (Note 1)
59	B-B	RS1	D/E	Alco	1948	Washington Terminal 59 (Note 3)
100	B-B	GP9	D/E	EMD	1956	Huron & Eastern 100
414	B-B	C420	D/E	Alco	1964	Lehigh Valley 414
727-728	B-B	F7A	D/E	EMD	1953	Bessemer & Lake Erie 727, 728
2884	B-B	U30B	D/E	GE	1967	Conrail 2884
Note 1: Owned by Anthracite Railroads Historical Society						
Note 2: Owned by Tri-State Chapter, NRHS						
Note 3: Owned by private individual						
<u>STEAMTOWN NATIONAL HISTORIC SITE,* Scranton, PA</u>						
26	0-6-0		Steam	BLW	1926	Jackson Iron & Steel 3
97A	B-B	FP7	D/E	EMD	1951	Milwaukee 97A
500	B-B	SW8	D/E	EMD	1953	Norfolk & Western 3732
514	B-B	GP9	D/E	EMD	1958	N&W 2514
637	B-B	FP7	D/E	EMD	1951	MILW 97C
1293	4-6-2	G5d	Steam	Canadian	1948	Canadian Pacific 1293
2317	4-6-2	G3c	Steam	Montreal	1923	CP 2317
3254	2-8-2		Steam	Canadian	1917	Canadian National 3254
4061	B-B	F7A	D/E	EMD	1951	Kansas City Southern 4061
<u>STEELTON & HIGHSPIRE RAILROAD (SH), Steelton, PA</u>						
40	B-B	SW1200	D/E	EMD	1956	Cambria & Indiana 40
70	B-B	SW9	D/E	EMD	1952	Conemaugh & Black Lick 119
71-72	B-B	SW7	D/E	EMD	1950	C&BL 117, 106
73-75	B-B	SW1200	D/E	EMD	1956	C&I 38, 39, 42
77	B-B	SW1200	D/E	EMD	1957	Philadelphia, Bethlehem & New England 42
4061	B-B	F7A	D/E	EMD	1951	Kansas City Southern 4061
<u>STEWARTSTOWN RAILROAD (STRT), Stewartstown, PA (Note 1)</u>						
9	0-4-0	35-ton	G/M	Plymouth	1943	South Carolina State Ports 9
10	B-B	44-ton	D/E	GE	1946	Coudersport & Port Allegany D-1
11	B-B	SW900M	D/E	EMD	1936	Maryland & Pennsylvania 83 (Note 2)
Note 1: Locomotive also based at New Freedom, PA						
Note 2: Rebuilt from Model SC 1957						
<u>STOURBRIDGE RAILROAD (SBRR), Honesdale, PA</u>						
44	B-B	CF7	D/E	EMD	1950	Santa Fe 2444 (F7A 331L)
54	B-B	BL2	D/E	EMD	1949	Bangor & Aroostook 54 (Note 1)
4039	0-6-0		Steam	Alco	1942	Virginia Blue Ridge 5 (Note 2)
Note 1: Owned by Wayne County (PA) Chamber of Commerce						
Note 2: Owned by private individual						

(Continued on Page 10)

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

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>STRASBURG RAIL ROAD (SRC), Strasburg, PA</u>						
1	0-4-0	HL	G/M	Plymouth	1926	
10	Railcar		G/M	Lancaster, Oxford & Southern	1914	Grasse River 12
21	Railbus	AC	G/M	Mack/Brill	1921	Buffalo Creek & Gauley A
31	0-6-0		Steam	BLW	1908	Canadian National 7312
33	B-B	44-ton	D/E	GE	1948	Pennsylvania 9331
89	2-6-0		Steam	Canadian	1910	CN 89
90	2-10-0		Steam	BLW	1924	Great Western 90
475	4-8-0	M	Steam	BLW	1906	Norfolk & Western 475
<u>TOWANDA-MONROETON SHIPPERS LIFELINE (TMSL), Monroeton, PA</u>						
26	B-B	SW1	D/E	EMD	1939	Canton 26
<u>TYBURN RAILROAD (TYBR), Morrisville, PA (Note)</u>						
101	B-B	DS44-1000	D/E	BLW	1947	Copper Range 101
302	B-B	DS44-1000	D/E	BLW	1949	Penn Central 8281
390	B-B	45-ton	D/E	GE	1942	U. S. Army
400	B-B	44-ton	D/E	GE	1947	Hoboken Shore 700
<u>Note: Locomotive also based at Lancaster, PA</u>						
<u>UPPER MERION & PLYMOUTH RAILROAD (UMP), Ivy Rock, PA</u>						
9007	B-B	SW1	D/E	EMD	1942	Philadelphia, Bethlehem & New England 19
9008	B-B	NW2	D/E	EMD	1947	Texas & Pacific 1002
9009	B-B	SW9	D/E	EMD	1951	Chesapeake & Ohio 5250
<u>VIRGINIA RAILWAY EXPRESS/NORTHERN VIRGINIA TRANSPORTATION COMMISSION (NVTC), Washington, DC (Note 1)</u>						
V01	B-B	RP39-2C**	D/E	EMD/MK	1966	CSX 6669 (Note 2)
V02	B-B	RP39-2C**	D/E	EMD/MK	1967	CSX 6712 (Note 2)
V03-V06	B-B	RP39-2C**	D/E	EMD/MK	1971	CSX 6569, 6559, 6789, 6617 (Note 2)
V07	B-B	RP39-2C**	D/E	EMD/MK	1967	CSX 6821 (Note 2)
V08	B-B	RP39-2C**	D/E	EMD/MK	1971	CSX 6841 (Note 2)
V09	B-B	RP39-2C**	D/E	EMD/MK	1967	CSX 6814 (Note 2)
V10	B-B	RP39-2C**	D/E	EMD/MK	1971	CSX 6591 (Note 2)
V20	B-B	RP40-2C**	D/E	EMD/MK	1969	CSX 6648 (Note 3)
V21	B-B	RP40-2C**	D/E	EMD/MK	1968	KCS 4759 (Note 3)
3210	B-B	GP40	D/E	EMD	1968	CR 3210 (Note 4)
3268	B-B	GP40	D/E	EMD	1969	CR 3268 (Note 4)
<u>Note 1: Locomotives also based at Fredericksburg, Manassas, VA</u>						
<u>Note 2: Rebuilt by MK 1991-92 from GP40's</u>						
<u>Note 3: Rebuilt by MK 1993 from GP40's</u>						
<u>Note 4: Leased from Conrail</u>						
** - Equipped with head-end power						
<u>WALKERSVILLE SOUTHERN RAILROAD (WS), Walkersville, MD (Note)</u>						
1	0-4-0	JLB	G/M	Plymouth	1943	Wilmington & Western 1
<u>Note: Railroad not yet in operation</u>						
<u>WANAMAKER, KEMPTON & SOUTHERN RAILROAD,* Kempton, PA</u>						
2	0-4-OT		Steam	Porter	1920	Colorado Fuel & Iron 2
20	0-4-0		G/M	Whitcomb	1932	Not known
35	B-B		G/E	Mack	1939	Mack Trucks 3 (Note 1)
65	0-6-OT		Steam	Porter	1930	Safe Harbor 65
602	B-B	70-ton	D/E	Whitcomb	1944	Gulf Oil 7 (Note 2)
<u>Note 1: Rebuilt from electric locomotive (originally built 1927)</u>						
<u>Note 2: Leased from Anthracite Railroads Historical Society</u>						
<u>WEST JERSEY RAILROAD (WJRC), Salem, NJ</u>						
56	B-B	T6	D/E	Alco	1958	Black River & Western 56
7803-7804	B-B	RS3	D/E	Alco	1952	Lamoille Valley 7803, 7804
<u>WEST SHORE RAILROAD (WTSE), Mifflinburg, PA (Notes 1, 2)</u>						
1500	B-B	SW8	D/E	EMD	1953	Conrail 8618
2233	B-B	GP30	D/E	EMD	1963	Conrail 2233 (Note 3)
9425	B-B	SW1	D/E	EMD	1950	Conrail 8525
<u>Note 1: Includes Lewisburg & Buffalo Creek Railroad (LBCR)</u>						
<u>Note 2: Locomotives are also based at Lewisburg, Winfield, PA</u>						
<u>Note 3: Owned by private individual</u>						

ABBREVIATIONS	
Elec	- Electric
D/E	- Diesel-electric
G/E	- Gas-electric
D/M	- Diesel-mechanical
G/M	- Gas-mechanical
*	- Non-common carrier

MARCH CLOSES OUT FEROCIOUS WINTER OF '94

True to tradition, March of 1994 came in like a lion and departed in a more subdued manner. On Wednesday, March 2, the 15th storm of this frigid season struck the area after days of ominous media hype. Unlike some of its predecessors, however, this was a coastal storm which tried to bypass Philadelphia for the sole apparent purpose of confounding the forecasters.

The City received less than four inches of snow, while sections of northern Montgomery and Bucks Counties were blanketed with up to ten inches and Harrisburg and Allentown with more than a foot. North central Pennsylvania took the real brunt with a fresh 24-27 inches in some locations. At the Jersey shore and in much of the Delaware Valley high winds accompanied the heavy wet snow, sleet and finally rain, but this time fortunately there was no ice and only scattered power outages.

With an early morning low of 28° and an afternoon high of 35°, ice and slush caused hazardous conditions on major highways Wednesday afternoon. SEPTA's Regional Rail and trolley lines ran with some delays, and many bus detours were instituted because of slippery streets. Amtrak, NJ Transit and PATCO operated their normal schedules, and even the N5 cars on the Norristown High Speed Line ran with few problems.

On Thursday morning the 3rd a drizzle persisted with temperatures above freezing. Philadelphia and most suburban schools were closed and roads were still treacherous in spots. Considerable drifting was reported in the northern suburbs, slushy conditions in the City and severe flooding in parts of South Jersey and Delaware. SEPTA experienced up to 45-minute delays during the morning rush, Parkesburg R5 service was again cancelled because of Amtrak's snow emergency plan and many bus routes continued on detour. Amtrak reported some morning delays on the Corridor and NJT's Trenton-New York service was suspended for a few hours and the North Jersey Coast Line was shut down due to a wire break near Woodbridge. NJT buses in South Jersey faced numerous detours because of flooded roads. At Philadelphia International Airport only one runway was open, forcing the cancellation of at least half of the outbound flights. PATCO again ran without problems. High temperature was 40°. This was the last of several mornings that SEPTA activated its storm crisis center on Regional Rail. Total snowfall for the season in Philadelphia was 21 inches, with 70 in Allentown and 102 in Centre County, Pennsylvania (an all-time record there).

On Friday morning, March 4 most rail service ran on schedule as temperatures in the area stayed above freezing, with a high of 44° in the City. SEPTA reported that its Regional Rail ridership had reached almost 90,000 on two days in February, the first time in several years that mark had been attained. Freight service in the region operated with delays during the most recent storm, with Conrail again experiencing both locomotive and crew shortages and congested yards. CR's Buffalo Line, in the heart of the heavy snow belt, was hit by a series of avalanches in the river valley west of Lock Haven, some as deep as 40 feet. A total of 19 miles of railroad were blocked, but a new German-built rotary snowplow brought down from Buffalo reopened the line within 36 hours. Some time-sensitive automotive parts traffic had to be diverted to highway and air carriers.

Saturday the 5th saw a high of 49° but SEPTA's Chestnut Hill Trolley was shut down because of a power failure and parked cars blocking the tracks. Buckingham Valley's Kawasaki car excursion on the 6th had to be cancelled and, in fact, the tourist trolley line remained closed for the rest of the month.

By Monday the 7th the mercury climbed to 62° and the big meltdown was on, as some suburban residents saw their lawns for the first time in more than two months. A mix of freezing rain, sleet and snow coated the ground early on Wednesday the 9th, causing a few traffic problems, but that evening the rain increased in intensity and continued into Thursday morning as Philadelphia registered an official 1.9 inches of precipitation. Heavy runoff caused major flooding in some areas, though SEPTA and other local carriers were not seriously affected.

A week later, on Friday, March 18, the 17th and last storm of the season deposited one to two inches of snow as the temperature hovered around the freezing point in Philadelphia. SEPTA cancelled evening service on the Warminster Line because of fallen trees on the tracks.

As spring finally arrived on March 20 and the temperature soared to 77° on the 23rd, transit agencies, their riders and indeed all commuters could bid farewell to the Winter of '94 and hope that it was a one-of-a-kind ordeal. In a "Message to Riders," SEPTA General Manager Louis J. Gambaccini thanked them for staying with SEPTA during "a winter of much discontent," and pointed to "the promise of SEPTA for improved mobility in the region."

ADDENDA TO MOTIVE POWER ROSTERS OF SHORTLINE/REGIONAL RAILROADS

The following additional changes should be made to the listing of shortline motive power rosters, as published in the February and March issues of Cinders:

CARBON & SCHUYLKILL RAILROAD (CSKR)/RAIL TOURS, INC., Jim Thorpe, PA

Delete	D	F7B	(Transferred to SRNJ)
Delete	44	F3A	(Transferred to SRNJ)
Delete	56	F3A	(Transferred to SRNJ)

NEW YORK, SUSQUEHANNA & WESTERN RAILWAY (NYSW), Ridgefield Park, NJ

Delete	6515	SD45	(Sold)
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PHILADELPHIA EXPRESS (Continued from Page 5)

CSX has reported net earnings of \$359 million on operating revenues of \$8.9 billion in 1993. Of a total of 47,063 employees, 29,216 worked on the railroad and 17,847 in CSX's other subsidiaries.....CSX has been the only railroad ordering the new widenose (or "comfort cab") locomotives without air conditioning. But after many crew complaints, all new units will have the feature and existing widenose units will be retrofitted (Forest City Division RRE).....CSX now runs a regularly-scheduled business car weekly between Jacksonville, FL and Washington, DC for employees on company business. The car runs on the rear of AMTRAK train 88 northbound on Tuesdays and southbound on #81 Thursdays (Bull Sheet).....Retired CSX FP7A #116 (ex-Clinchfield) has been donated to the Chesapeake & Ohio Historical Society, and may be repainted in C&O colors for eventual operation (Bull Sheet).

Former Federal Railroad Administrator John H. Riley of Ardmore died March 6 at age 47, of complications from a brain tumor. He served as head of the FRA from 1983 to 1989, and was known as a supporter of AMTRAK.....The Inquirer in its March 21 editions carried a lengthy profile of Drew Lewis, former U.S. Secretary of Transportation and now CEO of UNION PACIFIC. Lewis, 62, moved the holding company's offices from New York to Bethlehem, PA in 1988.....An item we failed to mention earlier was the movement of ex-Lehigh & New England business car #100 from its longtime home at a restaurant on Lancaster Avenue in Strafford. The car moved on a truck to Windber, where its new owner, Edward Metka, plans to restore it. Metka already owns nearly 50 PCC cars, many of them purchased from SEPTA (Anthracite Extra).

The original double-stack well car, the Lo Pac 2000 that started the double-stack container revolution ten years ago, is stored on Tank Car Corp. of America track in Oreland, PA. Designed and built by the Budd Company and numbered BUDX 2000, it was used solely as a demonstrator.....WILMINGTON & WESTERN for the first time has issued a complete system timetable folder with all trips and events for the 1994 season included.....Severe weather halted construction of the Rolling Stock Hall extension at the Railroad Museum in Strasburg, but work has resumed and a fall 1994 opening is still scheduled.....PENN'S LANDING TROLLEY plans to begin operations on Easter Weekend, depending on the weather. Vice President Gary Pfeiffer reported that PennDOT's Delaware Avenue improvement project and an additional \$1.25-million Federal grant should make the trolley line's existence permanent after a decade of uncertainty (BVRTA News Bulletin).....Rail unions led by the Brotherhood of Locomotive Engineers may negotiate with individual railroads when new contract talks begin next year, rather than conduct the usual industry-wide bargaining (Traffic World).

NEW BOOK PUBLISHED ON PHILADELPHIA NEARSIDE TROLLEYS

The Nearside Car and the Legacy of Thomas E. Mitten is the title of a 168-page softcover book on the legendary Nearside trolleys of Philadelphia Rapid Transit Company. Written by Mervin E. Borgnis, a retired Lehigh Valley Transit employee who also authored We Had a Shore Fast Line, the book is available for \$19.50 per copy plus \$2.50 for shipping (Pennsylvania residents add \$1.32 sales tax) from: Mervin E. Borgnis, 255 East Wendy Way, Apt. 212, King of Prussia, PA 19406-3488.

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