



CINDERS



JANUARY 1994



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Volume 55 Newsletter of the Number 1

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

MEETING CANCELLATION ALERT!

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

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

CHAPTER OFFICERS

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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.

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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, JANUARY 21, 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 January meeting will feature Walter H. Pogue, Jr., of Walter Pogue & Associates, Lancaster, PA, who will present a program entitled "Thirty Years of Rolling Stock Development", covering the evolutionary changes which have occurred in the role of freight cars in providing rail transportation services since 1960. This promises to be a most interesting program.

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, JANUARY 18, 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.

Make a New Year's resolution to attend Philadelphia Chapter meetings during 1994, and enjoy a fine program on freight car development on America's railroads.

As information, our February 18 meeting will feature the annual Ray Muller Slide Contest. Also, PLEASE NOTE THAT OUR MARCH, 1994 meeting will be on the FOURTH Friday, March 25, 1994. Mark your calendars.

FP7 T-SHIRTS ARE STILL AVAILABLE

Philadelphia Chapter's FP7 restoration program will benefit from all sales of the stylish T-shirts featuring the Chapter's ex-Reading FP7 locomotive #903. The artwork adorning the shirts was created by Member Joe Mannix, with production handled by Sales Chairman Harry Garforth.

The shirts are priced at \$10 for members and \$12 for non-members. They will be available at the January 21 membership meeting.

FREDERICK W. WEISENBACH

December 20, 1993

It is with deep regret that we inform you of the passing of Chapter Member Frederick W. Weisenbach, of Wayne, PA, on December 20, 1993. Fred had been a member of the Society and Philadelphia Chapter since 1974, and was particularly well-known for his worldwide travel to ride numerous fantrips in other countries.

Fred, fluent in a number of languages, was able to read and correspond in foreign rail circles, adding to his knowledge of the hobby. In addition, he was a volunteer at the NRHS Library in Philadelphia, sorting and cataloguing numerous publications there, and assisting Lynn Burshtin in some research projects.

He is survived by a sister and brother. A memorial service was scheduled for Friday, January 7, 1994 in Wayne.

LAST CALL FOR RENEWALS OF CHAPTER MEMBERSHIP

By late December more than 350 members of Philadelphia Chapter had already renewed their membership for 1994, but a large number were still unrenewed. This will be the last issue of Cinders mailed to those who have not yet submitted their 1994 dues, and they are urged to do so as quickly as possible in order to stay current with Chapter and regional happenings.

The annual dues, which did not increase this year, are \$26 per person for Chapter and National NRHS membership (\$29 for member and spouse). Chapter-only members who maintain national membership through another chapter should pay \$13. Checks should be drawn to "Philadelphia Chapter NRHS" and mailed to the Chapter at P. O. Box 7302, Philadelphia, PA 19101-7302, or brought to the January 21 meeting.

DEGRAW TO TEACH COURSE IN TRANSPORTATION HISTORY

"Going Places: How Our Grandparents Got Around," is the theme of a five-week course in local transportation history to be taught by Chapter Member Ronald DeGraw, special assistant to the general manager of SEPTA. The course will be held on Thursday evenings from March 31 through April 28, 7 to 8:30 PM, at Conestoga High School, Conestoga & Irish Roads in Berwyn.

Special emphasis in the presentations will be given to the Main Line and Delaware County, including the Philadelphia & Western and Red Arrow transit systems and the Pennsylvania and Reading Railroads. Included will be films and slide programs covering rail and bus service in the Philadelphia region over the years.

Cost of the entire course is \$37 per student. Registration forms are available from: Main Line School Night, P. O. Box 8175, Radnor, PA 19087, or by telephoning the school at 610-687-0460.

FALL DIRECTORS MEETING HELD IN WILMINGTON

The fall meeting of NRHS directors was held at the Holiday Inn in Wilmington, DE, with the Wilmington Chapter serving as hosts, on Sunday, November 14. Other weekend events included a tour of Amtrak's Bear (DE) carshop, a steam excursion on the Wilmington & Western Railroad, a night photo session, and a banquet at the Holiday Inn with Ed Lombardi, Amtrak's manager of performance & tests, as featured speaker.

All national officers were re-elected at the meeting. After lengthy discussion an NRHS operating budget for Fiscal Year 1994 was approved, although a slight deficit was forecast. An interim report from the 1992 Chicago national convention was received, with a modest surplus of less than \$5,000 indicated. The Atlanta convention in June 1994 is expected to headline three or four steam locomotives, as well as a heritage diesel trip.

National has distributed a new Media Services Catalog, the work of Vice President Larry Eastwood, assisted by National Office Manager Lynn Burshtin, which lists a large number of films and videos available to chapters through the national office in Philadelphia.

The directors also approved a major change in membership categories for NRHS, with the following new classes to take effect with the 1995 year: Friend (\$50), Sustaining (\$100-499), Contributing (\$500-\$999), Sponsor (\$1,000-\$4,999), Patron (\$5,000 or more). Corporations will be welcomed as members at the Contributing level and above. This expansion of membership categories is similar to that already in use by numerous non-profit organizations.

NOVEMBER RAILRODIANA AUCTION BENEFITS CHAPTER

Friday, November 19 was the date of Philadelphia Chapter's annual railrodiانا auction, and it turned out to be a festive evening. Larry Eastwood and Frank Tatnall handled the sale of 48 individual lots, with Marie Eastwood keeping track of the funds. A total of \$234.80 was realized by ten sellers with the Chapter's commission of \$110.70 representing a substantial increase over the previous year's auction.

Chapter officers express their thanks to all sellers, donors and purchasers for contributing to the success of this auction.



As Thomas M. Downs, Amtrak's new president, "gets his feet wet" riding trains and meeting employees, it's clear he will have his hands full dealing with conditions which need attention--and fast. His predecessor's emphasis on cost control has resulted in considerable deferred maintenance and resultant enroute motive power and equipment failures at a higher than acceptable rate.

Immediate steps to maximize the effect of scarce maintenance dollars have led to the storage of some high-mileage F40's, coaches and sleepers which would otherwise be overhauled. They won't be needed once the City of New Orleans goes Superliner on February 1. This represents a speedup of several years for this train and has been made possible by reducing the equipment needs of the Pioneer and Texas Eagle, both now tri-weekly.

The new Superliner II's are dribbling in. At year's end, it appeared likely that five sleepers and three dormitories would be on hand. Some problems have been encountered with beds in the new cars but it's hoped that enough cars of each type will be available in February to allow assignment of the new cars to the Sunset, providing much-needed sleeper space without requiring an additional train crew member.

Amtrak's ridership in September, 1993 was down by two percent compared to the same month of 1992, but there were bright spots in our area, with Metroliner service and the Broadway Limited showing good gains.

At presstime, it appeared that General Electric would just make its deadline of delivering the 44th and final AMD103 "Genesis" locomotive before New Year's Day.

Thanksgiving, 1993 appeared to go very well on Amtrak. Ridership appeared to be down a bit in the Corridor, but capacity was up and standees were reduced as a result. Most people, therefore, undoubtedly experienced a more pleasant ride on Amtrak's busiest weekend.

Sunday, November 28 found Amtrak borrowing six sets of MBTA equipment, one from Connecticut DOT and also 16 Silverliner IV's from SEPTA and 36 coaches from MARC. Three MARC AEM-7's were also borrowed. SEPTA's Silvers operated between Harrisburg, Philadelphia and New York.

The MBTA sets protected four Boston-New Haven trains, connecting at the latter point with trains for the great beyond. This year, on Wednesday and Sunday, a pair of MBTA trainsets ran between Boston and New Haven via Springfield. Cars which would have operated over this route ran via the Shore Line and Inland Route riders changed trains at New Haven. One of these Inland Route trains was delayed on Sunday by Conrail freight interference and the Shore Line East equipment from Connecticut made a second roundtrip, providing an on-time Springfield connection and deadheading back up to handle its scheduled return as Train #467. Sunday found all scheduled trains operating except one afternoon New York-Washington extra.

Metroliner Service was strengthened by the presence of the ICE train, nearing the end of its American tour. Spare Metroliner cars were incorporated into some standard consists.

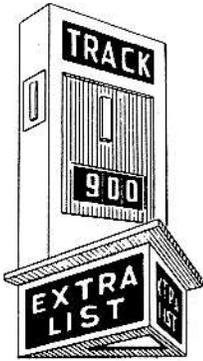
The Empire Service used six conventional, five RTL and two RTG turbo trainsets. Chicago used two Metra consists (F40's and three gallery coaches) on numerous Chicago-Milwaukee turns. Several Caltrain gallery cars strengthened Capitol Service consists in northern California, and an advance San Diegan ran on Wednesday and Sunday ahead of a busy Santa Barbara train (San Diego's revised track layout limits train lengths to ten cars now).

No Horizon cars came east (intentionally), but six trainline-equipped Amcoaches came from Chicago. As in prior years, Superliners ran on the Pere Marquette and Illinois Zephyr. On Friday afternoon, the former train reverted to Amfleet, while the Zephyr and the Illini ran long (and mostly) hi-level consists to carry college students back to their campuses. Due to a derailment of the eastbound Pioneer near Boise, ID on November 23, the Northeast Corridor was obliged to return the six Amcoaches to release Superliner equipment for long-distance service.

The Southwest Chief will operate via Fullerton instead of Pasadena, since the latter route is to be rebuilt for LRV service from Los Angeles to a point east of Pasadena. Connections to and from San Diego will be helped, but Fullerton station will not be reconstructed until next summer.

Chicago-Detroit service will be transferred to a new Detroit station and extended via the Grand Trunk Western to Birmingham and Pontiac shortly. Birmingham, of course, used to be one of the few non-Pennsy stations with high-level platforms, but these were removed a number of years ago.

VIA Rail Canada received MacDonalld Manor in mid-December to complete the rebuilding of 158 former Canadian cars to head-end power. Attention now turns to complete ten ex-U.S. coaches which were stranded by the bankruptcy of SEPTA Rail in Montreal and then 33 to 37 additional former U.S. cars intended for southwestern Ontario. Some see the remaining "steam" trains as very vulnerable and, in fact, there are reports that claim that the Hudson Bay will be cut back to run only between The Pas and Churchill, and then only once per week.



JANUARY 23, 1994: "North Philly LRV Ramble" sponsored by Buckingham Valley Trolley Association, featuring SEPTA Kawasaki car #9111. Excursion leaves Germantown depot, Germantown & Westview Avenues, at 10 AM, picking up at Broad & Erie at 10:30 AM. Trip will cover north end of Route 23 trackage to Chestnut Hill and all of Route 56 on Erie and Torresdale Avenues. Car was trucked to Germantown in October for Trolleyfest '93 and will soon be returned to Elmwood depot. Fare: \$20 per person. Order tickets from: George Metz, 130 Springton Lake Road, Media, PA 19063-1826, making check payable to "BVTA" and enclosing stamped, self-addressed envelope. For information, telephone 610-565-0528.

JANUARY 28: Railroad Film Night sponsored by Hugh Moore Historical Park & Museums at Dana Engineering Hall, Lafayette College, Easton, PA, beginning at 7:30 PM. Donation requested. For information, telephone 610-250-6700.

FEBRUARY 6: Steam-powered mixed train on Black River & Western Railroad, departing Ringoes at 9:30 AM, returning about 3:30 PM. Numerous photo opportunities available in tour over entire BR&W. Fare: \$30 per person. Box lunches \$5 extra. Order tickets from: Black River & Western Railroad, P. O. Box 200, Ringoes, NJ 08551. For information, telephone 908-782-9600.

MARCH 13: Railroadiana Show & Sale sponsored by Jersey Central Chapter NRHS, at Mother Seton High School, Clark, NJ, 9 AM to 3:30 PM. Use Exit 135 on Garden State Parkway to reach school. Model trains, railroad memorabilia, movies will be featured. Free parking. Admission: \$4 per person, \$8 family (children under 12 free). For information, telephone 908-755-7456.

MARCH 13: 8th annual Railroad Show & Collectors Market sponsored by Harrisburg Chapter NRHS, at Zembo Temple, 3rd & Division Streets, Harrisburg, PA. Modular train layout, railroadiana and model railroad items will be featured. Admission: \$3 per person (children under 12 free).

MARCH 19: 4th annual symposium sponsored by Friends of the New Jersey Railroad & Transportation Museum, United Railroad Historical Society and Society for Industrial Archeology, in the Hall of Science Auditorium of Drew University, Route 124, Madison, NJ, 9 AM to 5 PM. (Location is within walking distance of NJ Transit's Madison station.) Theme of the meeting is "Getting on Track for New Jersey's Transportation Museum." Fee including lunch is \$30 for non-members of the Friends. For registration form and information, contact: Capt. Bill McKelvey, 103 Dogwood Lane, Berkeley Heights, NJ 07922 (telephone 908-464-9335).

MARCH 20: SEPTA excursion in Broad Street subway using three-car train of historic cars, sponsored by Buckingham Valley Trolley Association. Special train leaves Fern Rock at 1 PM for two round trips to Pattison Avenue plus Broad-Ridge spur. This will be the first time the old cars operate over the newly-installed express tracks between Olney and Erie Avenues. Fares: \$25 per person (BVTA members \$20), \$30 for everyone on day of trip. Order tickets from: George Metz, 130 Springton Lake Road, Media, PA 19063-1826, making check payable to "BVTA" and enclosing stamped, self-addressed envelope. For information, telephone 610-565-0528.

ON THE SCENE (Continued from Page 3)

A second section was operated on VIA from Montreal to Halifax on December 23 and back on December 30. The train was unusual in that it was an all-sleeper consist with two F40's, baggage car, seven Manor-series sleepers, a diner and a Park-series dome-observation. The regular Ocean and Atlantic swelled to 16 cars, including five coaches and six sleepers.

The Pennsylvania Railroad was not one for pampering coach passengers--reclining seats came as late as 1937 with the rebuilding of 40 P70GR coaches 4360-4399. However, spurred by competition from arch-rival New York Central and the 1939 New York World's Fair, the railroad mounted an all-coach train of modernized equipment offering unheard-of amenities to coach passengers. This was the Trail Blazer and passengers had a diner plus a head-end baggage-dorm-lounge and a rear-end buffet-observation. The diner was a twin-unit set.

In 1940, a companion train went on the St. Louis route, with similar equipment (except for a single unit diner until 1943). This was the Jeffersonian and wartime travel soon pushed this up to two sections, employing all of the observations and lounges except for one observation assigned to the Chicago-Detroit Red Bird.

New Altoona-built cars came postwar for the two trains, basically offering the same amenities. As ridership declined, both trains were merged into companion sleeping car trains to carry on a bit longer. After about 1960, only the General/Trail Blazer offered a coach-lounge--a service continued by the Broadway Limited, albeit with ex-Rio Grande cars.

RAILROAD RADIO FREQUENCY UPDATE

The following should be added to the list of radiofrequencies used by railroads in the Delaware Valley area, as published in the December 1993 issue of Cinders:

NJ Transit - MHz 161.40 (AAR channel 86/86) is now used only on Hoboken Division lines and on the Atlantic City line. Effective November 27, 1993, MHz 161.235 (AAR 75/75) is used on the North Jersey Coast, Princeton and Raritan Valley Lines.

Morristown & Erie - MHz 161.40 (AAR channel 86/86) is used to reach the NJ Transit dispatcher.

Southern Railroad of New Jersey - MHz 161.40 (AAR channel 86/86) is used to reach the Amtrak dispatcher when operating on the Atlantic City line.

(Information from Jersey Central Chapter News)

PHILADELPHIA



FRANK G. TATNALL, JR.

Welded rail is being installed on the Chestnut Hill West branch as part of a much-needed rebuilding program. Work began early in December at Allen Lane Station and is proceeding west on the #2 inbound track. Off-peak trains cross over at "Clive" switch west of Carpenter. New rail is laid out along the line..... SEPTA now refers to its passenger attendants as "assistant conductors".....The long-idle escalator to tracks 3 and 4 on the 30th Street Upper Level was put back in service last month, but escalators to the two other platforms remain barricaded.....Sperry car #149 was testing rails on the Railroad Division last month.



SEPTA has agreed to reduce track speeds through North Wales from 55 mph to 35 mph, in response to residents' complaints after a ten-year-old girl was struck and killed by an R5 train at the Main Street crossing September 30.....Blueliners #9114 and 9124, sold by SEPTA to the Avondale (PA) Railroad Center, are now located on the WILMINGTON & WESTERN at Hockessin, DE (Mike Hopkins).....SEPTA has awarded a \$250,000 contract to AMF Technotransport for rebuilding Silverliner #114, damaged in an Ambler grade crossing collision on October 30, 1992.....The Daily News of December 8 carried an illustrated article on the nearly-completed conversion of the Reading Terminal trainshed into the grand hall of the new convention center.

Regional Rail is "coming back strong" after the RailWorks ridership losses, SEPTA Chief Financial Officer Feather Houstoun reported last month. But SEPTA's overall deficit for five months of this fiscal year was \$5.5 million after subsidies.....SEPTA's five ex-Pennsy Pioneer III cars, retired in 1990, are still being held for rebuilding into push-pull coaches. They may be used with the new ALP-44 electric locomotive to be delivered next year.....SEPTA and the Borough of Lansdale will receive funding to restore the historic but rundown station there.....The body of an 18-year-old woman was found December 2 in the rail yard a short distance north of Lansdale station. A homicide victim, she had last been heard from three weeks earlier when she called home after arriving on a SEPTA train.....KYW-TV filmed a commercial for the Channel 3 News December 15 at Oreland station.

SEPTA cooperated with NJ TRANSIT by running four extra R7 trains from Trenton to Philadelphia early on New Year's morning. As "designated driver," SEPTA helped New York City revelers get home safely. One early train was also run in the opposite direction.....SEPTA will operate bus shuttles between Warminster and Willow Grove in weekday off-peak hours through February 10, to allow brush clearing on the two-mile section. Buses will also run Warminster-Jenkintown on Sundays through February.....Flood waters at Conshohocken forced R6 Norristown passengers to ride shuttle buses on two consecutive Sundays, November 28 and December 5.....A downed wire at Philmont station on December 27 forced single-track operation for R3 West Trenton trains, with numerous delays.....The snow and ice storm on January 4 caused switch failures at "Newtown Junction" and "Cheltenham Junction," cancelling R8 service to and from Fox Chase that morning.

SEPTA and Delaware DOT are negotiating for a resumption of commuter rail service between Newark, DE and Philadelphia, as an extension of the present R2 Wilmington service. Press reports indicated that trains could start running later this year. A new station would eventually be built at the Sandy Brae Industrial Park just south of Newark, and MARC would be invited to extend its Washington-Baltimore-Perryville service to Wilmington via AMTRAK's mainline (Roger Cole).....SEPTA's Overbrook maintenance shop, now under construction, is scheduled to open by December of this year.....DVARP reports that AMTRAK is planning to take the structurally-weak 52nd Street jumpover bridge out of service, imperiling SEPTA's R6 Cynwyd operation.



Federal Transit Administrator Gordon J. Linton, a Philadelphian and former SEPTA board member, is pleased with his agency's \$4.58-billion appropriation for mass transit in Fiscal Year 1994, the largest in ten years. "It's clear that the (Clinton) Administration is proactive in its support for transit, and Congress has responded to that," Linton told Railway Age last month. "At a time when we're going through deficit reduction proposals, the fact that we have a transit budget that is a 21-percent increase over the last fiscal year is a major indication that the Administration is moving in the right direction...I'm very optimistic that we will continue to move toward full funding of ISTEA (the Intermodal Surface Transportation Efficiency Act)...We're hoping that sometime between 1995 and 1996, we will close the gap completely." Linton, the second consecutive transit administrator to come from the ranks of SEPTA's board, was in the audience when the board last November approved a \$285-million contract with ABB Traction for 222 new Market-Frankford cars.

No additional N5 cars were delivered to the Norristown High Speed Line last month, with several cars held at Morrison-Knudsen's Hornell (NY) shop for installation of sanding devices. But previously-delivered cars #145, 148 and 149 were placed in revenue service, for a total of nine active N5's.....The snow and ice storm of January 4 forced the N5 cars out of service due to third rail icing, with only the two-car ex-Chicago trains able to keep moving. N5's #143-144 were MU'd for a successful test run that day, indicating that two cars provide sufficient third-rail shoes to remove the ice buildup.....During the fall leaf season the N5's were not run prior to 9 AM because of their skittishness on wet rails, leading some employees to jokingly dub them the "9 to 5" cars.

(Continued on Page 6)

PHILADELPHIA EXPRESS (Continued from Page 5)

The first N5 fatality occurred at Conshohocken Road station on the morning of December 21, when the operator of car #143 backed up to load a northbound passenger who had failed to set the stop signal. The victim, a 38-year-old Bridgeport man, fell into the path of the car when, witnesses said, he swung a heavy knapsack onto his shoulder. Police later reported that the sack contained two strongboxes stolen from a nearby home..... A less serious fatality happened on December 8 when prototype N5 car #451 struck and killed a large deer, damaging some equipment beneath the car (Bill Vigrass).....SEPTA has approved a "cross-border" lease of its N5 car fleet in which tax title is transferred to a Swedish financial firm. The lease will produce a \$1.3-million cash benefit for SEPTA.

A large dose of freezing rain in the Philadelphia area on Friday morning, January 7, caused some of the worst highway conditions in memory, and forced SEPTA to suspend all bus service on its City and Suburban Transit Divisions. By early afternoon a handful of routes had been restored to full operation, but all buses were again parked when the freezing rain resumed that evening. The Market-Frankford and Broad Street Lines remained in service throughout the period, as did the Norristown High Speed Line, while during the day subway-surface cars ran only between Juniper Street and the portal loop at 40th Street. Regional Rail managed to keep running on Friday, with numerous delays caused by frozen switches and a shortage of crews. The Media-Sharon Hill trolleys operated reasonably well during the morning but had to be pulled out of service in the afternoon. AMTRAK and PATCO experienced relatively few problems, though NJ TRANSIT was forced to cancel all bus operations in Camden, Burlington and Gloucester Counties. CONRAIL and CSX freight trains were running, but intermodal terminals were quiet much of the day because the truckers couldn't get there.

By late afternoon a drop in temperature caused an icy buildup on overhead wires, resulting in widespread delays to Regional Rail trains. Then, as Saturday dawned, the storm had passed but downed catenary and signal wires forced a total shutdown of the rail system. Subway-surface trolleys resumed service to outlying terminals late Friday afternoon, though street congestion played havoc with schedules. As for highway travel, all area expressways were closed Friday morning, and local streets and sidewalks were coated with a dangerous glaze. Thousands of autos and trucks were stranded, some for up to six hours, with scores of vehicle and pedestrian accidents reported. Most roads improved by mid-afternoon as PennDOT salt crews made headway, but the new onslaught of rain that evening brought a return to emergency conditions. Virtually all schools and many businesses closed their doors on Friday, easing the load on highways and transit. Yet another problem was the weight of ice on tree limbs and wires, which caused more than half a million PECO Energy customers to lose power Friday and Saturday, by far the most serious service outage in the company's history.

A SEPTA bus driver allegedly threatened a Route 110 passenger with a knife and a tear gas gun at 69th Street Terminal on December 4. After the rider complained, police found the weapons on the driver at the Victory Avenue garage.....A SEPTA trolley operator decorated Kawasaki cars #9047 and 9048 with Christmas displays last month. They were spotted running as a two-car train on subway-surface Route 10. Another two-car train (#9067-9073) was operating on Route 13 at the same time.....SEPTA resumed its Frankford el rebuilding project on January 4, which means that shuttle buses will again substitute for trains on weeknights and weekends. Full train service had been operated during the holiday period.....A man was killed December 1 when he jumped or fell in front of an el train at the Tioga station.....The new ABB-built Market-Frankford cars will officially be classed as "M4's."

Church and neighborhood leaders appeared at the December 16 SEPTA board meeting to protest the continued appearance of alcohol and tobacco advertising on SEPTA vehicles. The present ad contract guarantees SEPTA \$1.5 million in annual revenues, of which about eight percent is derived from alcohol and tobacco products. Ad posters appearing on bus shelters are the City's responsibility, the protesters were told.....Ongoing improvements to the Media-Sharon Hill trolley shop at 69th Street will include a wheel-truing machine, also be used for the Norristown N5 cars.....Route 36 car #9063 derailed east of the 37th Street subway station on January 4, when it entered a curve too fast. Nine passengers were slightly injured.....SEPTA has asked the Philadelphia Area Labor Management Committee (PALM) to re-establish the "New Route" labor-management relations program, which was suspended in 1991.....The much-heralded movie "Philadelphia," starring Tom Hanks and Denzel Washington, premiered last month in its namesake city. We haven't seen it yet, but expect that some SEPTA scenes will result from the months of filming that was done here.

A recent staff study points out the high cost to SEPTA of implementing the Americans with Disabilities Act, which generally requires a much improved access for handicapped people. A total of 42 "key" stations on transit and rail lines must be made accessible. All new buses--the first of which may arrive in two years--and new light rail cars must be equipped with wheelchair lifts. Some 22 bus routes are now considered accessible, and bridge plates have been received for use at Regional Rail stations with high-level platforms. SEPTA has prepared a training video for employees.

In spite of SEPTA's efforts, organizations for the disabled staged a protest last month by blocking a Route 38 bus on Market Street. Their main grievances were that wheelchair lifts on many buses do not work and that drivers sometimes refuse to board handicapped riders. Earlier, the same groups filed suit in U.S. District Court to force SEPTA to maintain the lifts and require drivers to operate them.....SEPTA reports that its paratransit service, which uses mostly van-type vehicles, handled 900,000 trips during the last fiscal year. Half the riders were disabled and half were senior citizens using the "Shared Ride Program."

New welded rail was installed in November on the southbound local track of the Broad Street subway between Erie and Girard stations (DVARP).....SEPTA has been busy replacing trolley wire on currently unused lines in North Philadelphia, where it was removed for construction projects. DVARP reports that wire has been installed over Route 23 track on new RailWorks bridges at 11th & Dauphin and 11th & Susquehanna. Route 56 wire has been replaced under the new bridge at 20th & Erie and on Route 15 under the 9th Street viaduct. But wire had not yet been restored on Route 56-Erie Avenue under the Frankford el.....Edward Metka, who successfully

PHILADELPHIA EXPRESS (Continued from Page 6)

bid \$1,700 for PCC #2724 at SEPTA's Trolleyfest last October, now owns more than 50 trolleys stored at his Vintage Electric Streetcar Company, Windber, PA. He plans to build a trolley line in nearby Johnstown, PA (New Electric Railway Journal).....Radnor Township commissioners have vetoed a proposal to turn an abandoned Philadelphia & Western right-of-way into a hiking and biking trail, after many residents expressed heated opposition.


Amtrak

Thomas M. Downs was named president and chairman of AMTRAK effective December 7. The 50-year-old Downs succeeds W. Graham Clayton, Jr., 81, who retired after more than 11 years as top man at Amtrak. Downs has resigned his position as New Jersey transportation commissioner and chairman of NJ TRANSIT. Prior to that, he served as president of New York's Triborough Bridge & Tunnel Authority, city administrator of Washington, DC and executive director of the Urban Mass Transportation Administration. He also served on the board of Union Station Redevelopment Corp., which guided the restoration and development of Washington Union Station. He is a native of Kansas City, MO.

During his first weeks in office Downs rode the high-speed ICE train, toured several AMTRAK facilities including 30th Street Station, and talked with many rank-and-file employees. He said that his first priority would be "to conduct a detailed review of the budget that examines every financial and operational assumption of the railroad." Amtrak currently is facing a budget shortfall caused by a decline in ridership and a freeze in its operating subsidy, which has led to maintenance and service cutbacks. Downs also served notice on the motor carriers that Amtrak will go after them for grade crossing accidents caused by truck drivers who break the law. Three major Amtrak derailments occurred in 1993 as a result of truckers disregarding safety rules at crossings, including one near Kissimmee, FL on November 30, the day that Downs' selection was announced.

Fares paid 80 percent of AMTRAK's operating costs last year, up from 48 percent in 1981, and its Federal operating subsidy has fallen from \$720 million to \$351 million over the same period. But Amtrak says it needs \$3.9 billion over the next five years for capital improvements such as new locomotives and cars and the rebuilding of stations, shops and equipment, the New York Times reported last month. Said newly-named President Thomas Downs, "You have to invest in the capital plant, or this railroad will simply die as we know it. We've delivered a more cost-effective railroad in the short run by not funding our capital plant." In observing that in some corridors the airlines can underprice Amtrak, Downs commented that "it can't be pricing that gets us out of this. It's got to be to productivity, and a substantial portion of that comes from better capital investment." Currently, Congress is providing only about \$200 million each year for Amtrak's capital projects.

AMTRAK will issue its spring-summer timetables effective May 1, for the first time making up its schedules with a British Rail computer program.....The ICE train ran its final revenue trips on December 15 as Metroliners #112 and 123. It was moved to Dundalk Terminal in Baltimore on the 17th for loading on board the ship which returned it to Germany.....The ICE was not the first train to top 160 mph in test runs on the Northeast Corridor. The Budd-built Metroliners reached 164 mph during trials between Trenton and New Brunswick, NJ in 1967-68, and the United Aircraft Turbotrain reached a record speed of 170.8 mph on December 20, 1967, reported Robert Watson, the engineer in charge of the tests.....January 16 will be the 25th anniversary of the start of revenue Metroliner service on Penn Central. Lady Bird Johnson dedicated the first train in Washington on January 16, 1969. Two of the now-retired cars may go to the Railroad Museum of Pennsylvania in Strasburg.

USAir has slashed its notoriously high fares between Philadelphia and Pittsburgh, becoming competitive with AMTRAK's Pennsylvanian. Off-peak USAir tickets purchased seven days in advance are now \$49 each way based on round-trip coach travel. (The "walk-up" one-way off-peak fare is \$149.) Amtrak, meanwhile, has cut its one-way fare to \$48 based on a round-trip purchase.....AMTRAK is advertising a 55-percent discount on long-distance coach fares for tickets purchased by February 28, apparently to retain market share during the airline price wars. A one-way Amtrak ticket to San Francisco, for example, now costs only \$112! The previously-announced senior citizen discount of 15 percent (for those 62 and older) applies to these fares as well.....AMTRAK's USA Rail Pass for foreign visitors will be available again this year. It is sold only outside the U.S. and Canada.The 80-page "Amtrak's America" travel planner for 1994 has been issued, and may be obtained at ticket offices or by mail.....AMTRAK service between Philadelphia and New York was disrupted on January 4 when wires fell near Newark.

All of AMTRAK's contracts with the freight railroads include an incentive clause for good performance, except the one with CONRAIL (NARP).....A recent article in Progressive Railroading details CONRAIL's reluctance to allow new or expanded passenger operations on its lines. One concern is track capacity. Says Senior VP Charles N. Marshall: "What looks like 'excess capacity' today may disappear over the next several years if we succeed in diverting more traffic from the highways." Conrail may also insist on unlimited liability protection for new operations, such as that granted by Congress for VIRGINIA RAILWAY EXPRESS.....A November editorial in the financial paper Barron's proposes that AMTRAK turn over all of its assets to the freight railroads, and let those roads provide passenger service "at a profit." (Yes, the writer appeared to be serious).....AMTRAK has given up on its unique club conference car #9800, and is running it as a regular club or food service car (Amtrak "Service Guide").

AMTRAK has established "Ham" interlocking at milepost 55.7 on the Northeast Corridor at Trenton, NJ, remotely controlled from "Fair" tower at MP 56.4. When Amtrak rebuilt this mainline a decade ago, old "Millham" tower at MP 54.9 was closed and the new interlocking at Trenton was to be named "Fairham".....AMTRAK last year removed from its employee timetable a once-famous Philadelphia name: "Brill." Old "Brill" tower was closed in 1984, but its name lingered on in the timetable. "Brill" was adjacent to the site of the J. G. Brill streetcar plant in Southwest Philadelphia.....Harrisburg Chapter reports that AMTRAK has been running trainloads of welded rail from the Bethlehem Steel plant at Steelton to points on the New Haven-Boston mainline, which is being rebuilt for high-speed operation. The trains have often been hauled by doubleheaded E60 locomotives.

(Continued on Page 8)

PHILADELPHIA EXPRESS (Continued from Page 7)



Work is proceeding rapidly on CONRAIL's Engle side connection in North Philadelphia, with grading complete and most track in place. It should be ready for service by the end of this month, but initially will not be signalled. The half-mile connection between the ex-Reading Trenton Line at "Park Junction" and AMTRAK's ex-Pennsy mainline will allow straight-ahead moves of trains running to and from Pavonia yard at Camden.

Conrail will also take over the former Zoo siding ("O" track) allowing complete separation of freight and passenger trains between "Zoo" and "Shore." Ruling grade on the new connection is 2.38 percent eastward with a 30 mph speed.....RoadRailer service to and from North Jersey should finally begin this month.....Higher clearances should soon be complete in the New Portage tunnel at Gallitzin, PA, with the next major project to be the Spruce Creek tunnel east of Tyrone. Both are part of CONRAIL's \$80-million project to raise the overhead clearances on its Pennsylvania mainline to 20 feet, eight inches, with financial assistance from the State. One Spruce Creek tunnel will be single-tracked and the other abandoned.....CONRAIL has begun clearance work on the Trenton Line near Skillman, NJ.

CONRAIL has completed work on its project to upgrade 40 old SD40 locomotives to SD40-2 standards at Juniata shop. Units are numbered 6960-6999 and do not sport the "Quality" lettering.....The first five of at least 30 ex-CSX GP38's have been overhauled for CONRAIL at Juniata (#7600-7604).....CONRAIL is expected to receive 40 more C40-8W locomotives from General Electric this year, and plans to overhaul 210 older units. The railroad also announced last month that it has ordered its first AC-drive locomotives--four 4,000-hp units from Electro-Motive and four 4,400-hp units from GE--for delivery in 1995. EMD will also supply 26 GP60M four-axle locomotives for intermodal service, to be equipped with a new design of isolated cab to reduce noise and vibration. This "WhisperCab" is similar to the test cab installed last year on SD60M #5544.....SW1500 #9608 was spotted in South Philadelphia on December 14 with a newly-applied "Quality" paint scheme.

CONRAIL estimates that its traffic volume rose last year about three percent above 1992 levels, with intermodal shipments up nearly 20 percent. But the coal business was off around ten percent because of a depressed export market and a long miners strike. The seven-month walkout finally ended in December when United Mine Workers members voted to accept a new five-year contract with bituminous coal operators.....CONRAIL Chairman James A. Hagen told *Railway Age* that "we expect the 1994 economy to mirror 1993: continued slow growth... However, we remain confident that Conrail will continue to gain market share (and) increase productivity".....CONRAIL's stock on Wall Street closed out 1994 at 66-7/8, close to its all-time high of 67-1/2. That equates to 133-3/4 per share before the 1992 two-for-one split, up from 28 when the railroad carried out its initial public offering in 1987.

CONRAIL last month announced a second voluntary early retirement program for non-union employees age 55 and older. About 400 employees, 11 percent of the non-union workforce, are eligible, and the railroad expects at least two-thirds to accept. In a similar program four years ago, some 90 percent of those eligible took the "buyout".....The *Inquirer* reports that a 38-year-old Havertown artist has been commissioned by CONRAIL to paint four railroad scenes reflecting its operations. She had exhibited two rail paintings at the Philadelphia Museum of Art, which led to the Conrail contract.....CONRAIL continues to handle special trains carrying nuclear fuel rods from a barge dock at Eddystone to the PECO Energy (formerly Philadelphia Electric) generating station at Limerick, PA. The 33-train move began last September.

As of early fall, CONRAIL had equipped 146 locomotives with a computerized grid-paid reporting system, which transmits handwritten data electronically to the railroad's National Customer Service Center near Pittsburgh (see March *Cinders*). Used mostly in local service, the units include GP15-1's, B23-7's, GP38-2's and SW1001's.....Correcting a typo in October *Cinders*, the GP38 bearing an Operation Lifesaver emblem is #7895, not 7985.....A high-visibility paint scheme is being tested on three CONRAIL units, including GP38 #7898. The scheme features bright "chartreuse" paint on the pilot and Scotchlite reflective tape on the sides (*Railway Age*).....VRE RP39-2C unit #VO-3 was spotted at Abrams yard December 17 in train ALCS7, enroute from Morrison Knudsen's Mountain Top (PA) shop to Washington.....CONRAIL's office car special carried an Engineering Department tour group December 5-10, which included a sidetrip from Philadelphia to Washington and return via AMTRAK.....Federal Railroad Administration SPV-2000 test car T-10 was seen passing through Wilmington station on December 9 behind a CONRAIL C40-8W locomotive.

NJ TRANSIT The official groundbreaking for NJ TRANSIT's new Cherry Hill station took place October 28. Located on the north end of Race siding near Garden State Park, the station will have a 300-foot-long high-level platform with three heated shelters, and a parking lot for 330 cars. A spring opening is in the works, and AMTRAK is considering Cherry Hill as a substitute for its present Lindenwold stop (West Jersey Chapter Crew Caller).....NJ's two ticket vending machines in 30th Street Station are now working. The one dispensing Atlantic City line tickets is in the main concourse, and the other selling tickets for stations Princeton Junction to New York is on the Upper Level.....With the delayed delivery of rebuilt GP40PH-2 units from CONRAIL, many of NJT's elderly U34CH's are still in regular service on the Hoboken Division. Among them are #4152 and 4158, returned last summer from temporary duty on SEPTA. The United Railroad Historical Society is planning a "Farewell to the U34CH" excursion for this year (*Railpace*).....NJT has assigned radio frequency 161.235 to its Raritan Valley, North Jersey Coast and Princeton Lines, effective November 27 (Jersey Central Chapter News).

Railroad freight rates have declined 30 percent, on an inflation-adjusted basis, since passage of the Staggers Rail Act in 1980, the Association of American Railroads reports. The Staggers Act deregulated large segments of railroad traffic (*Rail News Update*).....READING, BLUE MOUNTAIN & NORTHERN in November embargoed its ex-Reading line between Mahanoy Tunnel (milepost 105) and Mount Carmel Junction (MP 131) because of track conditions. RBM&N is seeking PennDOT funding for repairs (L&W Chapter *Laurel Lines*).....The North Penn Model Railroad Club is losing its longtime home in Lansdale after this month's annual public display. The 23-member club is looking for a new area to house its 11-scale-mile layout.

CSX LOCOMOTIVE ROSTER UPDATE

The following changes should be made to the CSX Transportation locomotive roster, as published in the December 1993 Cinders, reflecting further retirements:

<u>ROAD NUMBERS</u>	<u>CSX MODEL</u>	<u>TOTAL UNITS REDUCED TO</u>
1888-1987	U18B	46
2001-2129	GP38	79
2131-2188	GP38	44
3225	U23B	1
3236-3324	U23B	37
4200-4266	GP30M	62
4589	SD35	1
5201-5224	Road MATE	15
5727-5804	U36B	16
6501-6645	GP40	84
6649-6824	GP40	65
6828-6854	GP40	10
8951-8972	SD45-2	13

The above represents a reduction of 52 units from the previous report, bringing the total CSX units to 2777. We thank Allan Brougham, editor of the Bull Sheet newsletter, for this information.

MEMBERS DONATE MORE THAN \$3,000 TO CHAPTER

Utilizing a space provided on the NRHS membership renewal form, Philadelphia Chapter members donated more than \$3,000 to the Chapter during November and December. At presstime, more than 130 members had donated amounts ranging from \$5 to \$200, with numerous contributions in excess of \$50. As additional renewals come in, the total is expected to rise.

These donations are above and beyond the funds realized from the FP7 drive conducted last year, but some of the new money is to be allocated to the ongoing restoration of the Chapter's ex-Reading FP7 locomotive #903.

Sincere thanks are extended to all members who have pitched in to help relieve the Chapter's funding shortfall. Acknowledgements have been sent to all contributors.

DEADLINE FOR NRHS CONVENTION PRE-REGISTRATION IS JANUARY 31

Members wishing to pre-register for the 1994 NRHS national convention in Atlanta must do so by January 31. The form was included with Issue #5 of the National Railway Bulletin mailed in November. The fee for pre-registration is \$15, which guarantees priority mailing of the convention brochure for ordering tickets (later registration will cost \$20).

The convention, hosted by the Atlanta Chapter, is scheduled for June 21-26, with headquarters at Atlanta's Westin-Peachtree Plaza Hotel. Events will include steam trips via Norfolk Southern, a heritage diesel excursion, seminars, banquet, night photo session and railroadians show. Various family tours are also on the schedule.

CHAPTER REPRESENTED AT LAST GREENBERG'S SHOW IN CITY

Philadelphia Chapter maintained a sales table at Greenberg's Great Train, Dollhouse & Toy Show at the Philadelphia Civic Center on the weekend of December 11-12. It was the last scheduled appearance for the popular Greenberg's Show in Philadelphia, with the 1994 shows in this area to be located in the suburbs. The first is scheduled for Pennsauken, NJ in August.

While the Chapter sold a limited amount of tee-shirts and railroadians at the Show, the principal motivation for being there was to distribute information to prospective new members. Many membership brochures and copies of Cinders were picked up during the show. Manning the table for the Chapter were Sales Chairman Harry Garforth, Trip Chairman Mike Hopkins, President Frank Tatnall, and Members Harry Myers and David Woodland.

NEW MEMBERSHIP LIST AVAILABLE

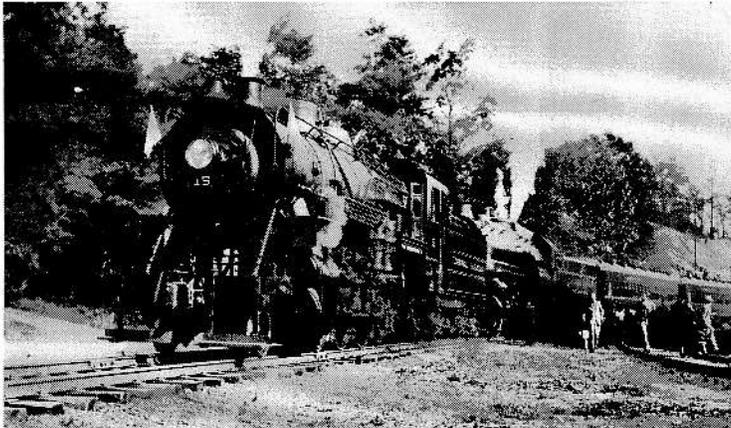
Philadelphia Chapter has produced a new list of its membership, current as of January 1, 1994. Any member wishing a copy should send a 52-cent stamp to:

R. L. Eastwood, Jr., Editor
P. O. Box 353
Huntingdon Valley, PA 19006-0353

The listing also is updated for those Philadelphia area members whose telephone area code changed from "215" to "610" as of January 8, 1994. Corrections to the listing (or added telephone numbers where they were not available or current) should also be sent to the Editor at the address above.

FAMOUS PHILLY CHAPTER FANTRIPS OF THE PAST (Third of a Series)

A Reading "Rail Ramble" on Sunday, October 4, 1936 was the first bigtime excursion to be sponsored by the newly-organized Philadelphia Chapter NRHS. The four-page flyer issued by the Reading promoted the trip as a ride "thru historic and picturesque places."



Cornwall 2-8-0 #15 leads Reading Pacific #178 on Philadelphia Chapter special at Cornwall, PA, October 4, 1936.

--Photo by WILLARD HART

Headed by English-styled G-2sa Pacific #178, the train of open-window coaches eased out of Reading Terminal promptly at 8:30 on this bright morning and steamed west along the Schuylkill River to Reading. There the special pulled into the yard beside the railroad's massive main shops, and the large crowd was given an escorted tour through the buildings where locomotives and cars were built as well as repaired.

Leaving the shops, the NRHS Ramble proceeded westward on the Lebanon Valley branch to Sinking Spring, diverging there to enter the bucolic Reading & Columbia branch through the Cocalico Valley. The 28 miles from Sinking Spring to Lancaster Junction were covered in brisk time, passing through Ephrata, Lititz, Manheim and other quiet country towns. The train then turned onto a stub-end spur and continued for eight miles into the City of Lancaster, whose quaint depot in 1936 hosted just one regular daily-except-Sunday passenger train from Reading.

Upon arrival at Lancaster, a Reading Camelback 2-8-0 was attached to the rear of the train, pulling it back to Joint Line Junction near Manheim where the 178 was wyeed and returned to the head end. At the junction Cornwall Railroad Consolidation #15 was placed on the point and the train then proceeded up the short branch to Mount Hope, where it was interchanged to the 11.8-mile Cornwall, an iron-ore-hauling shortline. En route to Lebanon a stop was made near the open-pit mine at Cornwall, and passengers were allowed to detrain for a guided tour of the historic Cornwall Furnace where wrought iron was produced in Colonial days.

After arrival in Lebanon, #15 was cut off and Pacific 178 continued alone as the train turned northward on the single-track Lebanon & Tremont branch toward the Blue Ridge mountain range. At Pine Grove, 2-8-0 #1563 was attached to assist upgrade to Tremont, 31 miles from Lebanon. In this anthracite coal region passengers were able to view numerous mining operations served by the Reading. At Tremont #178 was cut off and ran in reverse to Westwood, as 1563 followed with the train along the twisting Mine Hill & Schuylkill Haven branch. At Westwood the 178 was turned on the wye, #1563 was detached and the train, again behind 178, rumbled off through the gathering dusk. Re-entering the Mainline at Schuylkill Haven, 89 miles from Philadelphia, the engineer opened the throttle on the big Pacific for a swift return to Reading Terminal, with arrival there advertised for 7:30 PM.

Remarkably, tickets for this all-day tour (some of it over now-abandoned trackage) sold for just \$3 per person! A dining car was included in the consist to serve "inexpensive platter meals" and a special \$1 dinner. Coach lunch service was offered for those who could not afford the luxury of the diner.

This Ramble served as an auspicious beginning for the Chapter's long history of successful excursions. In that era, it should be remembered, the railroads eagerly sought charter business and did their utmost to cater to these customers. "Bring your camera!" the Reading exhorted. Senior Chapter Member Willard Hart, who was on board the trip, recalls that the normal dress of most passengers was "Sunday best," the men wearing suits, straw hats and watch chains. Today, rail charters are far more difficult to arrange, and the dress code is much more "informal."

Editor's Note: Members Willard Hart, Joe Mannix and Harry Myers, who rode the 1936 excursion, assisted with this story. In addition, readers are referred to the article "Ramble on the Reading," by Member Bert Pennypacker, which appeared in Issue No. 6, 1990, of the National Railway Bulletin. That piece describes an excursion on May 18, 1941, also sponsored by Philadelphia Chapter, which covered several obscure Reading lines including the long-gone Schuylkill & Susquehanna branch between Pine Grove and Dauphin, PA.

AMTRAK'S 1994 CALENDAR PICTURES HIGH-SPEED TRAINS

Amtrak last month announced that its 1994 wall calendar features a color photo showing a new Genesis-series P40BH diesel locomotive, the Swedish X2000 and the German ICE train, posed side by side at Washington Union Station. The calendar may be ordered by sending check or money order to: Amtrak Calendar, P. O. Box 7717, Itasca, IL 60143. Allow two weeks for delivery.

The price for one calendar is \$5, two for \$9, three for \$12, four for \$14, five for \$15, ten for \$25, with discounts for greater quantities. All prices are postpaid.

POSTAL SERVICE TO ISSUE FIVE LOCOMOTIVE STAMPS

The U.S. Postal Service later this year will issue five new 29-cent stamps featuring historic American-type locomotives. Among them will be famed New York Central speedster #999. Watch future issues of Cinders for further details.

Conrail Locomotive Roster

(Corrected to December 15, 1993)

ROAD NUMBERS	MODEL	BUILDER	YEAR BUILT	HORSEPOWER	WHEEL ARRANGEMENT	UNITS	NOTE
1000-1023	MT4	Alco	1957		B-B	24	1
1100-1128	MT6	Alco	1958		C-C	29	1
1600-1699	GP15-1	EMD	1979	1500	B-B	100	
1900-2023	B23-7	GE	1978-79	2250	B-B	117	
2030-2040	B30-7R	GE	1972	2250	B-B	11	2
2175, 2185	GP30	EMD	1962	2250	B-B	2	3
2255-2364	GP35, 35M	EMD	1963-65	2500/2250	B-B	21	
2800-2816	B23-7	GE	1977	2250	B-B	17	
3001-3274	GP40	EMD	1965-69	3000	B-B	41	3
3275-3403	GP40-2	EMD	1973-80	3000	B-B	127	
3626-3688	GP35, 35M	EMD	1964-65	2500/2250	B-B	8	
4020-4022	E8A	EMD	1951-52	2400	A1A-A1A	3	4
5000-5059	B36-7	GE	1983	3600	B-B	58	
5060-5089	B40-8	GE	1988	4000	B-B	30	
5500-5574	SD60M	EMD	1993	3800	C-C	75	5
6000-6021	C39-8	GE	1986	3900	C-C	22	
6025-6049	C40-8	GE	1989	4000	C-C	25	
6050-6229	C40-8W	GE	1990-93	4000	C-C	180	5
6241-6357	SD40	EMD	1966-71	3000	C-C	70	6
6358-6524	SD40-2	EMD	1977-79	3000	C-C	165	
6550-6599	C30-7A	GE	1984	3000	C-C	50	
6600-6609	C30-7	GE	1977	3000	C-C	10	6
6610-6619	C32-8	GE	1984	3150	C-C	10	
6620-6644	C36-7	GE	1985	3750	C-C	25	
6654-6666	SD45-2	EMD	1972	3600	C-C	13	
6700-6834	SD50	EMD	1983-86	3500/3600	C-C	135	
6840-6857	SD60	EMD	1984-89	3800	C-C	28	
6900-6918	U23C	GE	1970	2250	C-C	18	
6925-6959	SD38	EMD	1970	2000	C-C	35	
6960-6999	SD40-2	EMD	1966-71	3000	C-C	40	7
7513-7597	GP10	EMD	1955-59	1850	B-B	75	8
7600-7604	GP38	EMD	1967	2000	B-B	5	9
7635	GP38	EMD	1965	2000	B-B	1	10
7656-7939	GP38	EMD	1969-71	2000	B-B	147	
8040-8281	GP38-2	EMD	1972-79	2000	B-B	235	
8632-8720	SW900	EMD	1955-63	900	B-B	15	
8922-9140	SW9	EMD	1951-53	1200	B-B	16	
9315-9381	SW1200	EMD	1956-63	1200	B-B	49	
9400-9424	SW1001	EMD	1973	1000	B-B	25	
9500-9620	SW1500	EMD	1966-73	1500	B-B	116	

TOTAL CONRAIL UNITS = 2173

NOTES

- Certain number blocks are not complete
- 1 - Slug units converted by CR, GE 1978-79
 - 2 - Rebuilt by GE from U23B's 1989 (acquired from Monongahela Ry.)
 - 3 - Restored to active roster following retirement
 - 4 - Assigned to office car specials
 - 5 - Widenose units
 - 6 - Certain units restored to active roster following retirement
 - 7 - Rebuilt by CR from SD40's 1993 (for lessor PacRail)
 - 8 - Rebuilt by MK, PNC from GP9's 1976-79
 - 9 - Converted by CR from GP38's 1993 (acquired from CSX)
 - 10 - Rebuilt by CR from GP35 1984

BUILDER ABBREVIATIONS

- Alco - American Locomotive Company/Alco Products, Inc.
 CR - Conrail
 EMD - Electro-Motive Division, General Motors Corp.
 GE - General Electric Company
 MK - Morrison Knudsen Corp.
 PNC - Precision National Corp.

SOURCES

- Conrail
 J. B. Kirk
 Cinders Staff