

60th Anniversary ~ 1936-1996



CINDERS

AUGUST 1996



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Volume 57 Newsletter of the Number 7

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

NOW'S THE TIME TO ORDER FOR CHAPTER'S AUGUST DINNER

Philadelphia Chapter's traditional summer dinner is scheduled for Friday evening, August 16, at the Moonstruck Restaurant (formerly DiLullo's), 7955 Oxford Avenue, Philadelphia, adjacent to SEPTA's R8 Fox Chase rail station. Dinner will be served beginning at 6:30 PM, with a cash bar on site for those arriving early. Free parking is also available behind the restaurant.

In accordance with long-established custom, this will be strictly a social gathering, with no Chapter business conducted.

The choices of entree are:

- Stuffed breast of chicken
- Breaded white veal parmigiana
- Broiled filet of fluke flounder

Dinners include garden salad, fresh vegetable, potato, bread, coffee or tea and ice cream dessert.

The cost is slightly higher this year--\$27.00 per person including gratuity. Please make reservations in advance by mail, making checks payable to "Philadelphia Chapter NRHS" and mailing to P. O. Box 7302, Philadelphia, PA 19101-7302, to be received no later than Monday, August 12. Guests are welcome. Please indicate choice of entree.

As always, this is an excellent midsummer opportunity to mingle with your fellow members and friends in elegant surroundings. We have decided to break precedent by returning to the same restaurant two years in a row because of the fine food and service accorded our Chapter at Moonstruck last year.

Don't miss this event--reserve your place today!

PENNSY SESQUICENTENNIAL SYMPOSIUM SET FOR OCTOBER

A total of 14 presentations, on subjects such as electrification, locomotives and Philadelphia stations, will highlight the Pennsylvania Railroad History Symposium October 11-13 at Strasburg, part of the observance of this year's PRR sesquicentennial. It is sponsored by the Pennsylvania Historical & Museum Commission and the Railroad Museum of Pennsylvania. Several well-known writers and scholars will be featured.

Various packages are being offered. The all-event package for \$150 per person includes both Saturday and Sunday sessions (eight presentations on Saturday, six on Sunday beginning at 9 AM), plus Friday evening reception, Saturday lunch and dinner, Sunday breakfast, and a Strasburg Rail Road train ride. For Saturday session only, the cost is \$70 and with dinner included \$110. The Sunday session only (including breakfast) is \$40. All sessions and meals will take place at the Strasburg Inn.

Orders should be placed with Gloria Schleicher of the Railroad Museum of Pennsylvania, P. O. Box 125, Strasburg, PA 17579-0125 (telephone 717-687-8628).

GRIF TELLER EXHIBIT CONTINUES IN SCRANTON

A traveling exhibit of paintings by famed Railroad Artist Grif Teller is currently on display at the Everhart Museum, Nay Aug Park, Scranton, PA. The late artist was known not only for his railroad paintings but also for his landscapes; numerous examples of each are included in the exhibition.

The museum is open daily except Monday from 10 AM to 5 PM, and a donation is requested. For information, telephone 717-346-7186.

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

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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 (\$19.50 per person), Meeting 7:30 PM.

ANNUAL MEMBERSHIP DUES: \$31.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 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-only status.

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.

THREE NEW TOURIST ROADS BEGIN AREA OPERATIONS

There are three new entries in the local tourist railroad scene this summer. They are the Cape May Seashore Lines, East Penn Rail Excursions and the Northern Central Railway.

CAPE MAY SEASHORE LINES. Long in the planning stage, CMSL began revenue operations in May between the County Park & Zoo and Cold Spring Village in Cape May County, New Jersey. Running over a former Pennsylvania-Reading Seashore Lines branch leased from NJ Transit, CMSL eventually plans to extend service across the Cape May Canal and into the historic City of Cape May. It may also operate northward to Tuckahoe, a total distance of 27 miles.

This summer, trains made up of ex-PRSL RDC-1 cars handle four daily round-trips, leaving Cold Spring at 11 AM, 12:30, 2 and 3:30 PM. Returning, departures from the County Park are at 11:45 AM, 1:15, 2:45 and 4:15 PM. All stations are just off U.S. Route 9.

CMSL also has several former Pennsylvania P70 coaches, which it hopes to restore for operation behind ex-PRR GP9 #7000.

For information, telephone 609-884-2675.

EAST PENN RAIL EXCURSIONS. Operating on the former Reading Kutztown branch between Kutztown and Topton, in Berks County, Pennsylvania, East Penn is a private group which leases trackage on this four-mile, PennDOT-owned line. The diesel-powered trains utilize ex-Reading open-window coaches, departing from the station on Railroad Street in Kutztown at 12 Noon, 1:30 and 3 PM Saturdays, Sundays and holidays.

Fares are \$8 for adults, \$7 for seniors and \$4 for children (2-12). Several special events are planned during the summer.

For information, telephone 610-683-9202.

NORTHERN CENTRAL RAILWAY. This is a dinner train operating on the PRR's former Northern Central branch out of New Freedom, PA, 15 miles south of York off I-83 via State Route 851. Trains operate Saturdays, Sundays and holidays, but departure times vary and ticket prices range from \$34.99 per person upward. Known as the "Liberty Limited," the train is hauled by an ex-Canadian National FPA4 locomotive and features the heavyweight private car Blue Ridge. There are some special events.

For information and reservations, telephone 888-94TRAIN toll-free.

"NOTHING COULD BE FINER THAN TO BE IN CAROLINA..."

In spite of numerous scheduling problems and continuous hot weather, the 1996 NRHS national convention was an enjoyable event. Based in Charlotte, NC and hosted by the Piedmont Carolinas Chapter, the convention featured several excursions, tours, barbecue dinner, seminars and meetings. The major excursion on June 23, a 17-car special train to Asheville, NC via Norfolk Southern's spectacular mountain routes, marked the last public trip over NS lines for the foreseeable future.

The convention extended from June 18 to 23, with the seminars and meetings held on the "off day" of Friday the 21st. At their meeting that afternoon the directors approved a \$3 annual increase in dues to meet the Society's rising costs. This will increase Philadelphia Chapter dues from \$28 to \$31 effective with the 1997 year.

A total of 22 Philadelphia Chapter members were spotted during the six-day convention. They were: Dave Ackerman, Jerry Angier, Howard Bender, Wayne Blattner, Bob Brewster, Lynn Burshtin, Al Butler, Sheila Dorr, Larry and Marie Eastwood, Bill Faltermayer, Ed Feathers, Hugh Gibb, Herb Hayes, Don Kehl, Paul Locke, Bob Morgenstern, John Murphy, Frank Tatnall, Charlie Van Reed, David Woodland and Roy Zeiher.

JANET POTTER STATION BOOK NOW AVAILABLE

Great American Railroad Stations, the 496-page book on contemporary U.S. rail stations written by Chapter Member Janet Potter, may now be ordered from the publisher. The paperback book is part of the "Great American Series" of books on various aspects of Americana.

The price per copy is \$29.95 postpaid from: John Wiley & Sons, Inc., 605 Third Avenue, New York, NY 10158 (Attention: Paula Criscuolo). Visa, MasterCard and American Express Cards are honored (give card number and expiration date). It is also available at area bookstores and museum gift shops.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

To help achieve new spending goals for Fiscal Year 1997, which began July 1, SEPTA plans to cut some \$800,000 from its Regional Rail budget. This "restructuring" includes elimination of R6 Cynwyd service (saving \$264,000), R5 service to Coatesville and Parkesburg (saving \$373,000) and reduction of the present half-hourly off-peak service on the R8 Chestnut Hill West Line to hourly. In addition, seven lightly-used stations will be abandoned: Allegheny, Angora, Fishers and Shawmont in Philadelphia; Fellwick and Fulmor in Montgomery County and New Britain in Bucks County; saving \$31,000 and speeding service. All of the threatened stations have fewer than 50 boardings a day, and it is planned to combine New Britain and DelVal College at a new location. Public hearings on these proposals will be held beginning July 29.

Closure of Paoli yard and the concurrent transfer of MU car storage to Frazer yard has been pushed back to August 11. New timetables will be issued, with Malvern gaining service as most trains will be passing there..... Long-delayed ALP-44 electric locomotive #2308 is due to be shipped from Sweden this month, with delivery expected in September. The unit is being "given" to SEPTA as part of the liquidated damages agreed to by ABB for its years-late completion of the N5 Norristown cars.....AEM-7 #2307 is still out of service awaiting a new transformer.....SEPTA has retired ex-Pennsy GP9 diesels #90 and 91.....Three-car sets of Airport "yellowbird" cars have been spotted recently.....Silverliner II #269, which was adorned with Pennsy-style keystone emblems for last March's party at 30th Street Station, still retains a keystone on the east end of the car.



A drenching downpour spread a narrow path of destruction across lower Bucks County on Wednesday afternoon, June 12. With up to nine inches of rain recorded in the area, homes and highways were flooded, bridges washed out and power lines felled. Bristol and Yardley were especially hard-hit, as CONRAIL's Trenton Line used by SEPTA West Trenton trains. (Oddly, AMTRAK's near-by mainline was little affected.) Washouts and sinkholes were discovered south of Yardley station, and numerous mudslides and downed trees blocked the railroad in the four-mile section between Woodbourne and Yardley. One of the biggest problems was a washout at milepost 29 near Roelofs which undermined a catenary tower, in turn causing the overhead wires to sag. Conrail freight service was suspended through the area and SEPTA that evening was turning trains at Bethayres. The next day the trains were turned at Langhorne for a time, then at Woodbourne using diesels to assist. Finally, service was restored to West Trenton about 4 PM. While Conrail and SEPTA crews struggled to repair the damage, buses were substituted although flooded roads made this difficult for a time. Conrail detoured some freight traffic via Allentown and some via the Northeast Corridor.

SEPTA has issued a special timetable showing its joint service with NJ TRANSIT between Philadelphia and New York. The front panel features a photo of SEPTA and NJT crewmen posing in front of an NJT ALP-44 locomotive at Trenton. A combined fare of \$14.45 from Philly to Penn Station is well below AMTRAK's comparable fare, but NJT tickets can be purchased only from the machine in 30th Street Station or at NJT stations. SEPTA is also selling New York City Transit tokens and Metrocards at the 30th Street ticket office.....SEPTA has finally installed train service monitors on the Upper Level platforms at 30th Street.....New monitors are in service on the Airport concourses showing SEPTA Airport Line schedules.....The Inquirer on July 1 carried a top-of-the-page article on SEPTA's plan to repair the historic 1917-vintage railroad viaduct at Manayunk. The ex-Pennsy bridge, long a symbol for the Manayunk community, has been shedding chunks of concrete for years. Even though SEPTA has no plans to resume service on the famous span, it will spend \$7.8 million in Federal funds to stabilize and waterproof the 1,850-foot-long structure which looms above the Schuylkill River, the Expressway and Manayunk streets.

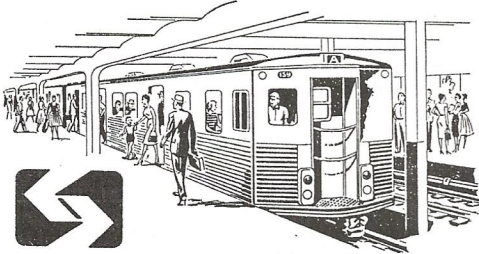
The Wilmington News-Journal in late June reported that SEPTA and the State of Delaware had reached agreement to continue--at least temporarily--commuter service to Claymont and Wilmington. The 90-day extension came after State officials dropped their demand that SEPTA extend its service south to Newark. SEPTA had earlier notified Delaware of its intention to halt the service effective July 1 unless it received a substantial increase in the current \$788,000 annual State subsidy. Some 2,000 daily passengers use the Delaware service, which was extended from Marcus Hook in 1989 (Roy Soukup).....SEPTA officials joined with the "Friends of Mount Airy Station" on May 30 to celebrate the nearly-completed restoration of the historic station on the Chestnut Hill East Line. Designed by famed Architect Frank Furness, the station was built for the Philadelphia & Reading in 1883 and now houses a ticket office and small bookshop. It is pictured in Member Janet Potter's recent book Great American Railroad Stations.

SEPTA has approved the lease of its West Chester Line between Gulf Mills and West Chester to the Borough of West Chester, according to a report in the Daily Local News. The borough in turn will sublease the track to Four States Railway Service, which plans a diesel-powered tourist operation over the seven miles of now-out-of-service branch.....On June 9 SEPTA placed a train at Jenkintown for Abington Township police and fire personnel to use for emergency training. The train consisted of SW1200 #52, Silverliners 411 and 203,

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PHILADELPHIA EXPRESS (Continued from Page 3)

Bombardier coach 2522 and AEM-7 #2301 (Jack McNally).....Your correspondent was quoted in a June 9 *Inquirer* Neighbors article on the history of the old North Pennsylvania Railroad, which later became the Reading's Bethlehem branch.....R3 West Trenton service had to be suspended for several hours on the afternoon of June 2, as firefighters battled brushfires along the CONRAIL line south of Yardley. The reported cause of the fires was sparks from a passing diesel locomotive. This was less than two weeks before the same line was shut down by flooding (see above).....The Pennsylvania Public Utility Commission has ruled that SEPTA cannot be held responsible for the maintenance of overhead highway bridges.



history. Another notable retiree is Joseph Heilman, chief officer of the Railroad Division's Center City Region and a former Reading passenger official with more than 40 years of railroad experience. The extent to which the mass departure of experienced supervisory and administrative personnel will impact on SEPTA operations is uncertain at this time--but there will be an effect.

The board also approved a slimmed-down capital budget of \$268 million, but it was the long debate on the operating budget that caused most of the sparks. Board Member James Schwartzman, who represents the State Senate Minority Leader, voted against it, charging that the absence of a thorough management study made it hard to deal with complex financial decisions such as this one. A controversial no-bid contract for just such a study was approved in April with Phoenix Management Services of Chadds Ford, but after several weeks of work the firm departed in early June because the board was unable to find the \$250,000 needed to finalize the contract. The *Inquirer* and other observers contend that the study, while needed, was intended as a club with which to oust General Manager Louis Gambaccini. Schwartzman and certain Delaware County public officials allied with Board Chairman Thomas Hayward have been calling for Gambaccini's removal. Meanwhile, the board reportedly has been interviewing executive search firms to seek a replacement for Gambaccini, 65, whose \$192,000-per-year contract runs through August 1997.

Public hearings on SEPTA's so-called Service Restructuring Program will be held in all five counties from July 29 through August 9. The Philadelphia session will begin at 10 AM on the 9th in SEPTA headquarters at 1234 Market Street. The program, which as noted above is designed to save \$5.4 million in FY 1997, includes several bus route discontinuances and cutbacks, plus the Regional Rail changes described earlier. Several other bus route changes and elimination of the Chestnut Hill Trolley were the subject of earlier hearings on the City Transit Division's annual service plan, and these were approved at the June board meeting. The board, however, decided to spare the center city Ben Franklin, bus Route 76, at least for the time being.

Buckingham Valley Trolley Association's Peter Witt car 8534 suffered a damaged traction motor on a June 16 excursion over Route 56-Erie Avenue, but SEPTA intends to repair the car for future charter service. It is likely that the car will be sent to Woodland shop for several months of work, to include body repairs and swapping of a truck with sister Witt 8042 now stored at Germantown depot.....BVRTA and SEPTA have completed an agreement to move many of BVRTA's historic cars to Germantown depot for storage. This will include operational cars 46, 76, 80 and 401 now at Pier 9 as well as some of the damaged cars stored under I-95 at Front & Laurel Streets. An arson fire at the Front & Laurel site on May 29 heavily damaged several cars, including 1918 "Hog Island" #26, center-door 75 and double-ended 5205, but they will likely be moved to Germantown nonetheless. It was hoped to truck the first cars to the new location on June 13.

SEPTA is hard at work on a new turnback loop for Route 10 in West Philadelphia, starting at 52nd & Lancaster and extending via Lancaster Avenue and 54th Street to Lansdowne Avenue. By late June much new track had been installed but no wire work was done.....In spite of some advance advertising, SEPTA did not operate the Welcome Line trolleys on 11th and 12th Streets during the Welcome America! celebration in early July. But SEPTA is still seeking rail charters.....Midvale bus garage is well on its way to completion. When open, it will replace ancient Luzerne depot as a bus operations center, possibly freeing up rail storage space at Luzerne.....SEPTA early last month closed the Route 101 single track on Media's State Street. During the three-month track replacement project, buses are running between Providence Road and Orange Street.SEPTA put on a good show for the last day of the Chestnut Hill Trolley service on June 15. PCC's #2741, 2750 and 2785 operated all day, carrying large crowds (which had been notably absent over the past three years), and a special photo opportunity was staged at Mermaid loop with red, white and blue 2741. But red #2799 enroute from Elmwood depot failed to make the scene because of a power failure on 11th Street.

SEPTA now expects its Market-Frankford pilot cars to be delivered this November, 11 months behind schedule. Builder ADtranz has already incurred more than \$5 million in penalties on the \$285-million contract.SEPTA is in the midst of a nasty dispute with American Ikarus over the design of 400 new buses due for delivery this year, the *Inquirer* reports. The problem involves a safety standard covering visibility in front of the vehicle, and SEPTA has hired a consultant to determine whether the standard has been met. Some of the buses are to go to Atlanta for service during the Summer Olympics--if the problem is resolved.....SEPTA and NJ TRANSIT are co-recipients of the 1996 Public Transportation System Outstanding Achievement Award presented by the American Public Transit Association. The award is based on "significant achievements in efficiency and cost effectiveness."

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PHILADELPHIA EXPRESS (Continued from Page 4)

The City is considering a proposal to abolish the 20-year-old Chestnut Street Transitway, returning Chestnut Street in center city to round-the-clock use by automobile traffic.....SEPTA is operating a 50-cent shuttle bus service between center city and the Cezanne exhibit at the Museum of Art, through September 1. Route 76 also serves the museum.....The SEPTA Transit Museum Store is selling 100 artist's proofs of 1993 TransPasses and TrailPasses for \$55 for a full-year set.....Harry Lombardo, the shrewd president of Transport Workers Union Local 234, has resigned to become an international union vice president. He was succeeded by Top Assistant Steven Brookens, the Inquirer reported.....SEPTA spends \$2.5 million each year to remove graffiti from its property, but is now faced with an even more costly type of vandalism--"scratchiti" or window etching on buses and cars. The Inquirer in May ran an article on this fast-spreading variety of urban blight.....A woman trolley operator has filed a \$100,000 damage suit against Darby Borough for alleged harassment in a New Year's Day incident in which she was arrested and removed from her car.....SEPTA reports that it handled more than 6,000 fans to and from the baseball All-Star Game at Veterans Stadium on July 9. This was about ten percent of the 62,000 attendance.



AMTRAK is in troubled waters, and may be sinking deeper by the day. In late June the House of Representatives approved a \$36.9-billion spending bill for the Department of Transportation which slashes Amtrak funding by 28 percent. The bill, which still must be considered by the Senate, would appropriate a total of \$542 million for Fiscal Year 1997 beginning October 1, versus \$750 million approved for FY 1996. This breaks down to \$200 million for operations (\$85 million below 1996), \$120 million for capital projects (\$110 million below 1996), \$80 million for high-speed equipment (down \$35 million from 1996) and \$142 million for Railroad Retirement and unemployment insurance (up \$22 million from 1996). Amtrak officials are alarmed by these reduced numbers, and are lobbying hard to boost the funding levels in the Senate version, but the final result is sure to be far below Amtrak's original request of \$1.07 billion. Meanwhile, highway spending would be cut by only one percent, aviation by one percent and transit remains constant at \$4.05 billion.

AMTRAK continues to operate a full schedule on its Keystone Corridor to Harrisburg, even though PennDOT's subsidy ended on June 30. The press reported that Amtrak and PennDOT were negotiating a one-year extension of the pact, while they await the results of an ongoing \$277,000 study of the line by consultant R. L. Banks & Associates (Bill Polk).....A bill has been introduced in the Legislature to provide funding for ten weekday trains between Philadelphia and Harrisburg and two additional cross-state trains. Prospects are highly uncertain (DVARP).....In a June 14 ceremony, AMTRAK Official Steve Alleman turned over custody of the Parkesburg passenger station to President Glenn Kendig of the Lancaster Chapter NRHS. The Chapter has formed a partnership with the Parkesburg Area Business Association in a fundraising effort to restore the 1900-vintage station. Although SEPTA has proposed to discontinue its service at Parkesburg, Amtrak's Harrisburg trains will continue to stop there.

A groundbreaking ceremony July 3 in Providence, RI marked the beginning of AMTRAK's \$321-million, three-year project to electrify its mainline between New Haven and Boston. High-speed service is to start in 1999.....On May 30 a fire in a used tire lot along the Corridor near Morrisville for a time threatened to shut down AMTRAK and SEPTA traffic, before firefighters brought the arson-caused blaze under control.....A dirt biker riding on Amtrak property in Bristol Township June 3 lost a leg when he crashed into a steel catenary tower. The 26-year-old man, his leg severed, lay there overnight before being rescued.....The June issue of Railway Age debunked the "Running off the rails" report on rail safety which appeared in the May 27 issue of U. S. News & World Report (see June Cinders). Senior Editor Gus Welty pointed out a number of erroneous and misleading statements in the USN&WR "investigative report".....AMTRAK's practice of publishing the on-time record of its trains on freight carriers "drives the railroads nuts when they get ranked at the bottom," Amtrak President Thomas Downs said. "They give us hell, but it gets their attention" (NARP).For sleeping car travel, AMTRAK has started applying so-called "yield management" pricing, the same as on some coach seats. The lowest fares will be charged on the first rooms reserved, with the price increasing in stages (NARP).



CONRAIL lost its war of nerves with UNION PACIFIC last month, when the Federal Surface Transportation Board approved UP's \$5.4-billion takeover of SOUTHERN PACIFIC. The STB attached no onerous conditions to the merger, such as requiring UP to negotiate with CONRAIL or other roads for sale of the Cotton Belt Route between Chicago, St. Louis and Texas. Conrail had offered to pay \$1.9 billion for this valuable line which serves the vast petrochemical industry in the Southwest. The STB, however, announced that it will monitor the competitive impact of the newly-created 31,000-mile UP-SP system to assure that the trackage rights UP will grant to BURLINGTON NORTHERN SANTA FE will actually provide effective alternatives for hundreds of otherwise captive shippers. Conrail issued a press release that began, "We are disappointed by the (STB) decision, especially in light of the substantial objections expressed by record numbers of shippers and public officials who are concerned about the anti-competitive effects of this merger..." Chairman David LeVan said, "We took a bold step in the interest of growth" (Traffic World).

No sooner had the UP-SP decision come down than a new undercurrent of merger rumors began circulating in railroad and financial circles. An Inquirer article on July 8 alluded to the acrimony resulting from CONRAIL's campaign to buy the Cotton Belt, and quoted a UP official as saying, "It got nasty...LeVan burned his bridges with a lot of people." But, the Inquirer said, "more worrisome to Conrail...is the possibility of additional merger fights." Wall Street sources believe that UP's success will inspire BNSF to go after NORFOLK SOUTHERN, creating America's first transcontinental railroad. And, in turn, these overtures might cause NS to renew its efforts to seize Conrail. What's next for Big Blue? Industry sources, the Inquirer reported, say

PHILADELPHIA EXPRESS (Continued from Page 5)

that Conrail is looking at the purchase of CP RAIL's eastern routes, now known as the ST. LAWRENCE & HUDSON. Regardless, many financial analysts feel that Conrail is a solid enterprise or, as one said, "a very well-managed company that has an opportunity to grow by gaining market share..."

July 24 looms as the date when five rail unions will be free to call a nationwide strike. Three Presidential Emergency Boards submitted their reports and recommendations in the disputes between the unions and the nation's major railroads, starting a 30-day "cooling off" period under the Railway Labor Act. After that, the unions could call an industry-wide strike or selective shutdowns, or the railroads could lock out their employees. The other alternative, as has frequently happened in earlier confrontations, is for Congress to impose a settlement on the unions and carriers, although the attitude of the present Congressional leadership on such action is unknown. Unions involved in the current showdown are the Transportation Communications Union, the Brotherhood of Maintenance of Way Employees, the International Association of Machinists, the Sheet Metal Workers International and the International Brotherhood of Electrical Workers. Settlements have already been reached with the United Transportation Union, the Brotherhood of Locomotive Engineers and the Brotherhood of Railroad Signalmen, which represent about 45 percent of employees.

CONRAIL has moved the last of its former Harrisburg Division dispatcher positions to other locations. On July 9 Philadelphia Division headquarters at Mount Laurel, NJ took control of the entire Harrisburg and Reading Lines as well as certain other lines previously dispatched by the now-abolished Harrisburg Division.The final count from CONRAIL's voluntary retirement and separation programs for non-union employees is in. Prior to the May 1 effective date there were 3,428 management employees, of which 984 applied for one of the "early-out" options. Of these, 879 applications were accepted. Only 119 of the vacated positions are to be filled, the others eliminated.....CONRAIL has named Thomas J. McFadden, 41, as treasurer and James D. McGeehan, 47, corporate secretary.....Douglas R. Greer, Jr. is the new general manager of the Philadelphia Division, succeeding James R. Beard, retired. Greer was formerly GM of the Dearborn Division.....CONRAIL and the Greenbrier Companies of Lake Oswego, OR have ended their attempts to form a joint venture to manage the Samuel Rea carshop at Hollidaysburg, PA. Conrail had earlier talked of possibly closing the shop because of high costs. Recent layoffs have cut employment at Hollidaysburg to 300, and at Juniata locomotive shop in Altoona to about 650, because of a reduced workload.

CONRAIL has installed radio alarm dragging equipment and high car detectors at "CP-Rock" interlocking, milepost 8.7 on the Harrisburg Line at West Manayunk. Transmitting on both channel 1 (160.80) and channel 2 (161.07), the detectors announce "Flat Rock, PA." Earlier this year, new dragging equipment and protruding door detectors were installed at "Zoo" and "CP-Field," located at opposite ends of the High Line in Philadelphia. These detectors announce "Zoo" and "Field" on channel 2.....CONRAIL has notified the public of its intention to discontinue freight service on SEPTA's Bethlehem running track between Telford (milepost 30.5) and Coopersburg (milepost 45.4). But it evidently has decided to continue operations on other SEPTA lines out of Lansdale after considering sale of its rights.....Conway-to-Baltimore train PIBA derailed 50 cars near Spruce Creek, PA on the Pittsburgh Line July 7, closing this busy route for over 24 hours. Intermodal trains were detoured via CSX between Pittsburgh and Shippensburg (Lurgan) and via the Buffalo Line.....CONRAIL has launched a new train from Baltimore to Bethlehem symbolized BABE, not inspired by the famous movie pig.....An E8-powered Operation Lifesaver office car special ran June 17 from Harrisburg to Philadelphia via Reading and return, making stops at several stations including Pottstown and Phoenixville, then turning at West Falls. E8's #4020 and 4021 were used.

The Inquirer has come out strongly in favor of a light rail system from Camden to Glassboro and Camden to Trenton. In a July 6 editorial, the newspaper sharply criticized DVARP for "undermining" the project by pushing for a "modified PATCO" extension to Glassboro.....CONRAIL ran a seven-car special behind E8's #4020 and 4021 on May 31 from Glassboro to Trenton and return for a group of public officials. New Jersey is considering purchase of the Vineland and Bordentown secondary tracks from Conrail for possible passenger service.Ground was broken in April for NJ TRANSIT's \$7.3-million bus terminal on Atlantic Avenue in Atlantic City, to be completed next year when the city's \$254-million convention center opens. NJT's old bus terminal--the former PRSL station--will be demolished (West Jersey Chapter).....NJT has won the 1995 E. H. Harriman Safety Award for railroads in the four-to-15-million employee hours category (Fast Mail).

NJ TRANSIT opened its \$60-million Kearny Connection on June 10, and now operates 20 weekday round-trips between Dover, Gladstone and Penn Station in New York via AMTRAK's mainline. Using the name "Midtown Direct," the new service employs Comet coaches hauled by ALP-44 locomotives which are equipped for both NJT's 25,000-volt, 60-hertz and Amtrak's 12,000-volt, 25-hertz systems.....Ross Rowland's 4-8-4 #614 is due to move this month to New Jersey for the Whippany and Hoboken Festivals, then will haul six excursions Hoboken-Port Jervis on NJT in October.....NJT GP40PH-2 #4148 and Comet cab car #5146 may be retired following their collision on February 9 at Bergen Junction (Jersey Central Chapter).....NJT has approved a \$39-million contract for a new station and parking lot along the Northeast Corridor, near I-295 east of Trenton. It is expected to open in 1999 (Jersey Central Chapter).....NJT has decided to continue running its Philadelphia-Atlantic City rail service for another year, in hopes that AC's new convention center will boost lagging ridership.....Six ex-NJT U34CH locomotives, including #4154 that operated on SEPTA during the 1993 RailWorks, are in a Roanoke, VA scrapyard (Blue Ridge Chapter).

The EAST BROAD TOP RAILROAD is one of the nation's 11 most endangered historic places, the National Trust for Historic Preservation recently declared.....Newsweek reports that the White House is considering a plan for a special train to carry President Clinton from Washington to Chicago next month. This swing through the Northeast prior to the Democratic National Convention would give the President "a way to connect to the country," said a campaign spokesman.....CSX has sent GP38 #2023--still painted B&O blue--to join CONRAIL units at the Academy of Industrial Training in Lester.....Because CP RAIL now runs its 555/556 Linwood (NC)-Montreal trains via Philadelphia, CSX has established train Q402 from Alexandria to Philadelphia (due 11 PM) and



AUGUST 4: Lecture on history of Railway Post Office service in New Jersey by Fred MacDonald, at Jersey Central Terminal, Liberty State Park, Jersey City, NJ, starting at 1:30 PM. Admission free. For information, telephone 201-915-3411.

AUGUST 10-11: Railroad Days at Kutztown, PA, sponsored by East Penn Rail Excursions. Railroadiana dealers, historic equipment and model train displays, caboose rides on regular EPR excursion trains. For information, telephone 610-683-9202.

AUGUST 11: Lecture on Jersey Central Railroad by Bill McKelvey, at Jersey Central Terminal, Liberty State Park, Jersey City, NJ, starting at 1:30 PM. Admission free. For information, telephone 201-915-3411.

AUGUST 14-17: 48th annual Rough & Tumble Engineers Threshermen's Reunion at R&T grounds on Route 30 west of Gap, PA. Live-steam railroads, steam traction engines, stationary steam engines, antique tractors and automobiles in operation and on display. Ample parking. For information, telephone 717-442-4249.

AUGUST 15: "Songs of the Railroad" concert by H. B. Smith Cornet Band in Marian Mitchell Garden, Atwater Kent Museum, 15 South 7th Street, Philadelphia, 11 AM-1 PM. For information, telephone 215-922-3031.

AUGUST 16: Annual summer dinner of Philadelphia Chapter NRHS at Moonstruck Restaurant (formerly DiLullo's), 7955 Oxford Avenue, Philadelphia, adjacent to SEPTA R8 Fox Chase station. See item elsewhere in this issue.

AUGUST 17-18: Greenberg's Great Train, Dollhouse & Toy Show at South Jersey Expo Center, Haddonfield Road, Pennsauken, NJ, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Philadelphia Chapter will be represented with a table. Admission: \$5 adults, \$2 children 12 and under. For information, telephone 410-795-7447.

AUGUST 25: Train show at White Deer Search & Rescue Hall, Route 405 south of Milton, PA, 9 AM-3 PM, sponsored by Central Pennsylvania Chapter NRHS. Admission: \$3 per person. Tables: \$12 each. For information, write: William Lawton, RR2, Box 472W, Sunbury, PA 17801-9406 (telephone 717-286-1915).

AUGUST 31: 4th annual Manahawkin Railroad Festival at Heritage Park, site of restored 1870's railroad station, Routes 9 & 72, Manahawkin, NJ, 10 AM-5 PM. Train, toy and railroadiana sales, plus historical exhibits featured. Free admission. Vendor tables \$65 each. For information, telephone Southern Ocean County Chamber of Commerce at 609-494-7211.

SEPTEMBER 7-8: "1950's Weekend" at Whippany Railway Museum, Route 10, Whippany, NJ, 11 AM-6 PM Saturday, 12 Noon-5 PM Sunday. Historical rail equipment, antique cars and trucks on display, co-sponsored by United Railroad Historical Society. Diesel-powered excursions on Morristown & Erie Railway departing on the hour from the museum. Fares: \$6.75 adults, \$3.75 children. For information, contact: Whippany Railway Museum, P. O. Box 16, Whippany, NJ 07981.

SEPTEMBER 8: Annual Railroaders Day at Pine Creek Railroad, Allaire State Park, Farmingdale, NJ, 12 Noon-4 PM. Free admission to park. For information, telephone 908-938-5524.

SEPTEMBER 21: "Archeology of Our Street Railway" lecture by Joel Spivak of the Philadelphia Trolley Coalition, sponsored by Atwater Kent Museum, 2 PM at Balch Museum, 18 South 7th Street, Philadelphia. Admission: \$8 (includes ticket at Atwater Kent Museum). For information, telephone 215-922-3031.

SEPTEMBER 21: 16th annual Hoboken Festival in Lackawanna Terminal, Hoboken, NJ, 11 AM-5 PM, sponsored by NJ Transit. Rail equipment displays, train and bus tours, railroadiana and food sales, entertainment will be featured. Admission is free.

SEPTEMBER 21: Railfan Extravaganza on Chesapeake Railroad, with special diesel-powered train leaving Clayton, DE at 9:30 AM, returning at 5:30 PM. Numerous photo opportunities plus lunch stop at Ridgely, MD. Fare: \$55 per person (including lunch). For reservations, telephone 410-482-2330.

OCTOBER 3-6: "Jersey Limited" mini-convention at Clarion Hotel, 915 Route 73 North, Mount Laurel, NJ, sponsored by Mid-Eastern Region, National Model Railroad Association. Show features numerous open-house layouts and clinics with well-known model-train authorities, as well as prototype tours. These include visits to PATCO's shop, Southern Railroad of New Jersey, Conrail Philadelphia Division dispatching center and Holt Cargo Terminal. Registration: \$34 for NMRA members, \$39 for non-members. Individual events must be ordered on form available at August 16 dinner outing, or write to: Richard Foley, Publicity Chair, P. O. Box 517, Swedesboro, NJ 08085 (telephone 609-467-3385).

OCTOBER 5: Fall foliage excursion from Boston, MA to Albany, NY and return via Conrail Boston Line through the Berkshires, sponsored by Mass Bay Division RRE. Chartered Amtrak train will meet various sidetrips including Hudson River cruise. For fares, schedules and other information, telephone 617-489-5277.

OCTOBER 5-6: Railfest '96 in Altoona, PA, sponsored by Altoona Railroaders Memorial Museum, includes tour of Conrail's Juniata locomotive shop, Conrail and Amtrak equipment displays and Amtrak excursions via Horseshoe Curve. Admission: adults \$10, children \$4.00 (excursions extra). For ticket order form, telephone 888-4-ALTOONA.

OCTOBER 12, 13, 19, 20, 26, 27: Steam-powered excursions on NJ Transit from Hoboken, NJ to Port Jervis, NY and return, featuring ex-Chesapeake & Ohio 4-8-4 #614. Trains leave Hoboken 9:30 AM, return 6 PM. Fares: \$59 adults, \$40 children (under 12), luxury parlor car \$200. Order tickets from: Iron Horse Enterprises, 1 Railroad Avenue, Lebanon, NJ 08833. Visa and MasterCard credit card orders accepted (show name of cardholder, card number and expiration date). For information, telephone 908-236-7773.

OCTOBER 19: "When the Trolleys Were the Way to Go" lecture by NRHS Member and Collector Joe Mannix and SEPTA Operator Richard Vible, sponsored by Atwater Kent Museum, 2 PM at Balch Museum, 18 South 7th Street, Philadelphia. Admission: \$8 (includes ticket to Atwater Kent Museum). For information, telephone 215-922-3031.

(Continued on Page 12)



During May, the Auto Train converted its coaches to Superliners, so these passengers may now enjoy the same benefits as sleeping car passengers have been getting for nearly a year. The coach section includes five coaches and three diners (one of which is considered a diner-lounge). Initially, the newest available cars, 34118-34127, were assigned to the train (the first 15 Superliner II coaches, 34102-34117, are assigned to the Coast Starlight). Twelve more Superliner II coaches are due, with deliveries ending at 34139.

The Amfleet II cars replaced on the Auto Train were sent to the shops for progressive maintenance and conversion of brakes to passenger-train types. As for the others, table cars 8600 and 8601 were retained for Auto Train training duties and the rest were released. Full dome 9300 had a last fling. It was intended to run a special trip to Florida May 21-23 on an inspection train, but the Superliner II lounge off the Cardinal was substituted. Accordingly, the 9300 (and NortheastDirect Amdinette 28223) made a roundtrip between Washington and Chicago May 21-22, and the dome was then sent to Beech Grove for storage. The other released cars moved to Washington via a hospital train. On June 5, the Cardinal deadheaded seven cars west to Chicago and four other cars were being held at Ivy City for a chance to move, also.

A "March for Children" was staged in Washington on June 1, with Amtrak operating two extra trains from Boston, one from Springfield and two from New York to handle the crowds (plus two shuttles using MARC cars between Baltimore and Washington).

The three Heritage lounge cars intended for Adirondack service are the 3111, 3126 and 3127. At last report, they were expected to enter service on June 28, replacing Amfleet club-dinettes and complimenting the Clocker coaches assigned to this train.

By mid-June, one Viewliner sleeper was, in theory, assigned to each Silver Meteor, replacing the first 10-6 sleeper in each trainset.

Of the first 59 "ADA" coaches reconfigured and renumbered, most are not equipped for push-pull service (and so are numbered in the 21600-series). However, cars 44618, 44635, 44640, 44641, 44649, 44650, 44653 and 44658 (so far) were converted from push-pull cars, so they are in the 44600-series. The last two digits are assigned in the order released from Bear.

Car 44700 is the first ADA-equipped Metroliner Service car (it was 44972). Three full-table Metroliner Service Amdinettes were renumbered as follows: 20911 became 28350, 48937 became 43351 and 48942 became 43352. Also, three standard Amdinettes were converted to full-table cars and have been renumbered as follows: 20226 is now 28353, 20239 is now 28354 and 20218 becomes 28355. This should explain any "mystery" cars you may encounter in the Corridor.

The Amtrak station at Memphis, TN is getting a richly-deserved rebuilding costing almost \$18 million. At Whitefish, MT, a car track capable of holding eight passenger cars on HEP has been established.

The new interlocking ("Swift") and connection from the Morris & Essex line on NJ Transit to the Amtrak mainline was placed in service on June 10. Trains can operate in either direction (to and from New York) with westbound trains routed to track 2 and eastbound trains off tracks 1 or 3. "Portal" interlocking has been reduced to just the swing bridge over the Hackensack River and the adjacent crossovers have been removed. "Hunter" interlocking is being reconfigured to allow trains to move to and from the Raritan Valley Line at a higher rate of speed.

Long Island Rail Road's summer 1996 parlor car service to the East End includes a Friday train to East Hampton and, to Montauk, two Thursday and five Friday trains. Returning, you have a choice of one Monday and four Sunday trains.

In Boston, the first three rebuilt Pullman-Standard coaches returned by Morrison Knudsen to MBTA were the 228, 235 and 240. There will be 57 such cars, including 30 with electric doors for the new Old Colony service and 27 for other routes. Additionally, there will be 17 Kawasaki-built bi-levels coming, too.

VIA Rail Canada reached its own milestone at the end of April, as it retired its last steam-heated cars. The Jonquiere and Senneterre trains are combined as a day train between Montreal and Hervey. Each "side" has an F40, a baggage car, an "HEP II" coach equipped with a food service module. If needed, one of the earlier HEP coaches can be added to the consist.

The Hudson Bay now consists of a pair of F40's, baggage car, two coaches, a diner-lounge and one or two Chateau-series sleepers. The 11 surviving FP9 rebuilt cab units are to be rebuilt to pull these trains (and the two trains shown above).

For the summer, the Canadian is running 17-18 cars and the Ocean runs 13 to Halifax (with another five to Gaspe). VIA gets good peak-period utilization of its equipment by limiting major repairs to other than peak periods. For example, there are only 70 sleepers. The Canadian operates 36 Manor-series and four Chateau-series cars, the Hudson Bay three Chateau cars, the Ocean 18 Chateau cars and the Chaleur two Chateau cars, for a total of 63 in service at any one time. This leaves five Manor and two Chateau cars as spares.

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS

(Part I)

(Corrected to June 1, 1996)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER / NUMBER
<u>BELVIDERE & DELAWARE RIVER RAILWAY (BDRV), Milford, NJ</u>						
556	Railcar	RDC-1	D/M	Budd	1956	Jersey Central 556
780	B-B	GP7	D/E	EMD	1950	Amtrak 780
<u>BLACK RIVER & WESTERN RAILROAD (BRW), Ringoes, NJ (Note 1)</u>						
42	B-B	CF7	D/E	EMD	1951	Santa Fe 2421 (F7A 252C)
57	B-B	RS1	D/E	Alco	1948	Washington Terminal 57 (Note 2)
60	2-8-0		Steam	Alco	1937	Great Western 60
752	B-B	GP9	D/E	EMD	1956	Clarendon & Pittsford 752
782	B-B	GP7	D/E	EMD	1950	Amtrak 782
820	B-B	NW2	D/E	EMD	1949	Brandywine Valley 8202
4666	Railcar	OEG415	D/E	Brill	1930	Pennsylvania 4666 (Note 2)
Note 1: Locomotive also based at Middlesex, NJ						
Note 2: Owned by private individual						
<u>BRANDYWINE VALLEY RAILROAD (BVRV), South Coatesville, PA</u>						
8201	B-B	NW2	D/E	EMD	1945	Conrail 9236
8202	B-B	SW9	D/E	EMD	1951	Conrail 9017
8203	B-B	SW7	D/E	EMD	1950	Conrail 8908
8204	B-B	SW1200	D/E	EMD	1964	Missouri Pacific 1184
8205	B-B	SW1200	D/E	EMD	1957	Southern Pacific 2315
8206	B-B	SW7	D/E	EMD	1950	Conrail 9045
8207	B-B	SW7	D/E	EMD	1950	Conrail 8907
<u>BRISTOL INDUSTRIAL TERMINAL RAILWAY (BITY), Bristol, PA</u>						
253	B-B	U28B	D/E	GE	1966	Transkentucky Transportation 253
<u>CANTON RAILROAD (CTN), Baltimore, MD (Note)</u>						
1201	B-B	SW1200	D/E	EMD	1954	Milwaukee 625
1501	B-B	SW1500	D/E	EMD	1967	Southern Pacific 2455
1751	B-B	GP16	D/E	EMD	1952	CSX 1758
Note: Locomotive also based at Glen Burnie, MD						
<u>CAPE MAY SEASHORE LINES (CMSL), Rio Grande, NJ</u>						
M-402	Railcar	RDC-1	D/M	Budd	1950	NJ Transit 5180 (Note 1)
M-405	Railcar	RDC-1	D/M	Budd	1950	NJT M-405 (Note 2)
M-407	Railcar	RDC-1	D/M	Budd	1950	NJT 5184 (Note 2)
M-408	Railcar	RDC-1	D/M	Budd	1951	NJT 5185 (Note 1)
M-409-M-411	Railcar	RDC-1	D/M	Budd	1951	MARC 26, 27, 28
M-413	Railcar	RDC-1	D/M	Budd	1951	MARC 29
8481	B-B	RS3M	D/E	Alco	1952	Conrail 9929
Note 1: Leased from United Railroad Historical Society						
Note 2: Leased from Seashore Lines Historical Society						
<u>CARBON & SCHUYLKILL RAILROAD (CSKR), Jim Thorpe, PA</u>						
467	B-B	RS3	D/E	Alco	1952	Reading 467 (Note 1)
1098	4-6-0	D10h	Steam	CLC	1913	CP 1098 (Note 2)
1554	B-B	RS3	D/E	Alco	1953	Central of New Jersey 1554 (Note 1)
2717	B-B	U23B	D/E	GE	1972	Conrail 2717
3317	B-B	U23B	D/E	GE	1975	CSX 3317
3980	B-B	B23-7	D/E	GE	1979	Norfolk Southern 3980
9366	B-B	SW1200	D/E	EMD	1956	Conrail 9366
Note 1: Owned by Anthracite Railroads Historical Society						
Note 2: Owned by Rail Tours, Inc.						
<u>CHESAPEAKE RAILROAD (CHRR), Greensboro, MD</u>						
85	B-B	80-ton	D/E	Whitcomb	1944	Beaufort & Morehead 85
95	B-B	80-ton	D/E	Whitcomb	1946	Beaufort & Morehead 95
<u>CHESTER VALLEY RAILWAY (CHTS), Bridgeport, PA</u>						
8203	B-B	NW2	D/E	EMD	1948	Brandywine Valley 8203
9008	B-B	NW2	D/E	EMD	1947	Upper Merion & Plymouth 9008
<u>CHESTNUT RIDGE RAILWAY (CHR), Palmerton, PA</u>						
20	B-B	S2	D/E	Alco	1945	
21	B-B	S2	D/E	Alco	1946	
1055	B-B	S2	D/E	Alco	1949	Grand Trunk Western 8095 (Note)
Note: Leased from RELCO						

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

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>DELAWARE-LACKAWANNA RAILROAD (DL), Scranton, PA</u>						
5	B-B	S1	D/E	Alco	1947	American Locomotive 5
426	B-B	SC	D/E	EMC	1935	Bethlehem Mines 109
2452	B-B	C425	D/E	Alco	1964	BC Rail 802
2461	B-B	C425	D/E	Alco	1964	BC Rail 811
4743	C-C	M636	D/E	MLW	1970	CP Rail 4743
5019	B-B	RS36	D/E	Alco	1963	Delaware & Hudson 5019 (Note)
<u>Note: Owned by private individual</u>						
<u>DELAWARE VALLEY RAILWAY (DV), Kennett Square, PA (Note 1)</u>						
2	B-B	RS36	D/E	Alco	1962	Norfolk, Franklin & Danville 2
3	B-B	S2	D/E	Alco	1949	Wilmington & Western 3 (Note 2)
211-212	B-B	RS32	D/E	Alco	1962	East Tennessee 211, 212
341	B-B	GP7R	D/E	EMD	1950	Octoraro 341
346	B-B	GP7R	D/E	EMD	1953	Octoraro 346
902-903	B-B	FP7	D/E	EMD	1950	SEPTA 4372, 4373 (Note 3)
<u>Note 1: Locomotives also based at Pocopson, PA</u>						
<u>Note 2: Owned by private individuals</u>						
<u>Note 3: Owned by Philadelphia, Lancaster Chapters NRHS</u>						
<u>DURHAM TRANSPORT (DRHY), Edison, NJ</u>						
66	B-B	NW2M	D/E	EMD	1949	Conrail 9166
<u>EAST BROAD TOP RAILROAD, * Rockhill Furnace, PA (3-foot-gauge)</u>						
M-1	Railcar		G/E	EBT/Brill	1926	
M-4	0-4-0	JCD	D/M	Plymouth	1947	Warner Company
M-6	B-B	DE	D/M	Plymouth		
M-7	B-B	50-ton	D/E	GE	1951	Algoma Steel 6
12	2-8-2		Steam	BLW	1911	
14	2-8-2		Steam	BLW	1912	
15	2-8-2		Steam	BLW	1914	
16	2-8-2		Steam	BLW	1916	
17	2-8-2		Steam	BLW	1918	
18	2-8-2		Steam	BLW	1920	
<u>EAST JERSEY RAILROAD & TERMINAL (EJR), Bayonne, NJ</u>						
18	B-B	65-ton	D/E	GE	1950	
19	B-B	80-ton	D/E	GE	1948	U. S. Steel (Fairfield, AL)
321	B-B	SW8	D/E	EMD	1953	Conrail 8621
<u>EAST PENN RAILWAYS (EPRY), East Greenville, PA (Note)</u>						
4	B-B	50-ton	D/E	GE	1951	New York Dock 55
52	B-B	SW900M	D/E	EMD	1937	Philadelphia, Bethlehem & New England 52
99	B-B	SW9	D/E	EMD	1953	Everett 8990 (EPRY 8990)
182	B-B	RS18	D/E	MLW	1959	Lackawanna Valley 1802
<u>Note: Locomotives also based at Boyertown, Kutztown, Pennsburg, PA</u>						
<u>EASTERN SHORE RAILROAD (ESHR), Cape Charles, VA (Note)</u>						
1600	B-B	GP8	D/E	EMD	1950	Norfolk & Western 3450
1603	B-B	GP8	D/E	EMD	1952	N&W 3468
2000	B-B	GP10	D/E	EMD	1957	Illinois Central Gulf 8250
2001	B-B	GP10	D/E	EMD	1958	ICG 8352
8066	B-B	GP10	D/E	EMD	1954	ICG 8066
8096	B-B	GP10	D/E	EMD	1955	ICG 8096
<u>Note: Locomotive also based at Little Creek, VA</u>						
<u>EVERETT RAILROAD (EV), Claysburg, PA</u>						
4	B-B	80-ton	D/E	GE	1943	U. S. Army 7893
1927	B-B	U18B	D/E	GE	1973	CSX 1927
6051	B-B	GP9	D/E	EMD	1956	CSX 358
8933	B-B	SW9	D/E	EMD	1951	Conrail 8933
<u>GETTYSBURG RAILROAD (GETY), Gettysburg, PA</u>						
39	B-B	GP9	D/E	EMD	1957	Knox & Kane 14
70	B-B	RS36	D/E	Alco	1962	Norfolk & Western 2870
76	2-8-0		Steam	BLW	1920	Mississippian 76
105	B-B	GP9	D/E	EMD	1957	Delaware Valley 105
1278	4-6-2	G5d	Steam	CLC	1948	Canadian Pacific 1278

(Continued on Page 11)

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

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
JUNIATA TERMINAL (JTFS), Philadelphia, PA						
1013	B-B	MT4	Slug	Alco	1957	Conrail 1013
7587	B-B	GP10	D/E	EMD	1959	Conrail 7587
9251	B-B	NW2	D/E	EMD	1947	Conrail 9199
LANCASTER NORTHERN RAILWAY (LANO), Denver, PA						
75	B-B	GP16	D/E	EMD	1956	CSX 1716 (Note)
261	B-B	U28B	D/E	GE	1966	Transkentucky Transportation 261
Note: Leased from private individual						
LANDISVILLE RAILROAD (AMHR), Landisville, PA						
92	0-4-0	HLB	D/E	Plymouth	1928	Delaware Valley
8651	B-B	SW900M	D/E	EMC	1938	Conrail 8651

ABBREVIATIONS

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

Alco - American Locomotive Company/Alco Products, Inc.
 BLW - Baldwin Locomotive Works
 CLC - Canadian Locomotive Company
 EMD - Electro-Motive Division, General Motors Corp./EMC-Electro-Motive Corp.
 GE - General Electric Company
 MLW - Montreal Locomotive Works

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

(PART II WILL APPEAR IN SEPTEMBER CINDERS)

CONRAIL'S MAY TELLS CHAPTER OF CROSS-STATE CLEARANCES

Philadelphia Chapter's members gained an appreciation of the magnitude of the recently-completed Pennsylvania clearance project, when Jeffrey C. May of Conrail's Design & Construction Department described the three-year effort at the Chapter's June 14 meeting.

May, who served as project manager for the \$97-million program, showed a series of slides illustrating the work needed to create a 21-foot vertical clearance envelope between Cleveland, OH and Philadelphia for double-stack container trains and multi-level auto carriers. Additional work was done on the Hagerstown route and in North Jersey.

In the more than 600 miles of mainline affected, clearances had to be increased at some 130 locations. In Pennsylvania alone, nine tunnels were enlarged or daylighted at a cost of \$55.2 million, with the 140-year-old Allegheny tunnel at Gallitzin requiring the removal of more than 1.6 million cubic feet of soil and rock at an over-budget cost of \$30 million. There were 51 undercut locations (\$23.8 million), 35 bridges raised or removed (\$8.7 million) and 12 miles of catenary near Philadelphia raised (\$3.1 million).

In the Philadelphia area, major work was completed on the 1837-vintage Black Rock tunnel at Phoenixville, the Flat Rock tunnel at West Manayunk (1839) and the Girard Avenue tunnel at "Zoo" in Philadelphia, as well as at the Norristown Transportation Center.

The State of Pennsylvania contributed more than \$30 million because of the expected economic impact of the project. Conrail paid most of the balance, with CP Rail chipping in \$3 million. The huge project was completed in December 1995 with the opening of a cleared route to the Port of Philadelphia. Regular double-stack service began last September on the east-west mainline.

PHILADELPHIA EXPRESS (Continued from Page 6)

Q403 the opposite way (leaving 3 PM) to handle the runthrough traffic (Bull Sheet).....One of the most unsightly diesels this writer has spotted in recent years is CP #5448, seen last month on Q403. An SD40 painted in primer gray, it has "CP" hand-scrawled on the cab sides, the only other clue being the number boards..... Struggling locomotive rebuilder MK Rail has decided to sell all of its lease fleet and its shop at Mountain Top, PA (P&R Chapter).....If you see blue diesels lettered "LLPX", that stands for Locomotive Leasing Partners, a new joint venture between EMD and GATX Capital Corp. (Railfan & Railroad).

Shortline News. Today, 25 percent of U.S. rail route miles are operated by shortline and regional railroads. They employ 11 percent of all rail workers and earn ten percent of industry revenues (AAR Train-It)..... READING, BLUE MOUNTAIN & NORTHERN will receive a U23B painted by Juniata shop in a new "Conrail Express" scheme, denoting CR's ongoing cooperative venture with several shortlines (see May Cinders).....MORRISTOWN & ERIE has purchased ex-RF&P SW1500 #91, which after rebuilding at CONRAIL's Juniata shop will be renumbered 20 and assigned to M&E's new Bayshore Terminal operation at Bayway, NJ (Jersey Central Chapter).....STRASBURG RAILROAD has bought ex-CANADIAN PACIFIC 4-6-0 #972 from George Hart. The 1912-vintage engine has been at Strasburg for years awaiting a rebuild.....RailAmerica, Inc., owner of the DELAWARE VALLEY and several other shortlines, has hired a new senior VP: W. Graham Claytor III from SOUTHERN PACIFIC.....BRANDYWINE SCENIC in May began its weekend "Rails to the River" service, in which it hauls a carload of canoes upstream along Brandywine Creek for Northbrook Canoe Company boating customers. BS operates regular tourist service over the ex-Reading rails of DELAWARE VALLEY out of Northbrook.

GENUARDI SUPERMARKET TAPES COLLECTED FOR REDEMPTION

Updating our piece in May Cinders, members who shop at Genuardi Markets throughout the Delaware Valley are urged to save their cash register tapes for the Chapter.

The Chapter must collect just a minimum of \$2,500 in tapes before December, 1996, so they can be turned in to Genuardi's, who will refund one percent of the purchases to Philadelphia Chapter. Secretary Marie Eastwood has announced that more than \$1,500 in tapes has already been collected. Only tapes from the calendar years 1995 and 1996 are acceptable, and the 1995 tapes will expire in December, so we need to make a redemption by then to provide maximum assistance to our Chapter.

Marie said that special mention should be made of Members Richard Cogshall, Everett Edwards and Alfred Gaus, who have all turned in a significant number of tapes. Further questions may be directed to Marie at 215-947-5769.

ON THE SCENE (Continued from Page 8)

The Reading Company's first air-conditioned cars were equipped in 1934 for two Philadelphia-Jersey City trainsets. You can see just how short Reading's trains were because only 12 cars were needed, including two Pullman parlors and a Pullman lounge (Wall Street). Reading equipped combines 589 and 593, cafes 1186 and 1188 and coaches 1527, 1531, 1539, 1541 and 1542. The 593 and 1542 carried the distinctive "clock" emblem of the "Seven O'Clocker" commuter club.

In the Spring of 1935, 20 more cars were converted. Among these were five combines, seven coaches and three cafes. In addition, RDG upgraded parlor-diner 1189, parlor-coach 699 and converted coaches 1532, 1540 and 1543 to "Reclining Chair Cars".

For 1936, 16 cars were selected. Steel-sheathed diners 1197-1198 (which would last until only 1948) and three combines were joined by coaches 1325-1335, which many may remember as two-tone green cars following a post-World War II upgrading.

The final program, in 1937, included combine 408 (later of Iron Horse Ramble fame), coach-smokers 1392 and 1398 and the eight remaining coaches in the 1525-1549 series, ending the program at 56 cars. Among the 1937 conversions were three more "Reclining Chair Cars" -- 1546, 1548 and 1549.

EXTRA LIST (Continued from Page 7)

OCTOBER 19: Special Amtrak excursion from Harrisburg, Lancaster and Philadelphia to Manassas, VA and return, sponsored by Lancaster Chapter NRHS. Train leaves Lancaster 7 AM, Paoli 7:45, 30th Street Station 8:20 AM, returning to 30th Street 9:25 PM, Paoli 10:05, Lancaster 10:55. Four tour options will be offered during five-hour layover at Manassas, including bus trip to historic Civil War battlefield sites. Fare: \$82 per person. Order tickets from: Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566. Visa, MasterCard and Discover cards are accepted (show card number and expiration date with order).

THROUGH OCTOBER 19: "Trains & Trolleys" exhibit at Atwater Kent Museum, 15 South 7th Street, Philadelphia, 10 AM-4 PM daily except Tuesdays. Admission: \$3 adults, \$1.50 children (3-12).

THROUGH JANUARY 1997: "When the Whistle Broke into a Scream" exhibit on train wrecks and rail safety 1828-1918, at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, 10 AM-5 PM daily. Admission: \$6 adults, \$3 children. For information, telephone 410-752-2464.

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