

CNDRS

NOVEMBER 1996



IN THIS ISSUE

Philadelphia Chapter News.....	2
Extra List.....	3
PHILADELPHIA EXPRESS, by Frank Tatnall.....	4
ON THE SCENE, by El Simon.....	7
PCC Trolleys Sold Recently by SEPTA.....	9
Area Shortline/Tourist Road Loco Roster, Part IV..	10

Volume 57

Newsletter of the

Number 10

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

CSX, CONRAIL PLAN BOMBSHELL MERGER

The railroad world was rocked on Tuesday, October 15 by the news that CSX and Conrail had agreed to merger terms, which if approved would create the nation's second-largest rail system. Super-secret negotiations between CSX Chief Executive John Snow and Conrail CEO David LeVan caught employees, competitors, shippers and investors by surprise, although as early as last July the Wall Street Journal had warned that Union Pacific's purchase of Southern Pacific would pave the way for more mergers.



Actually, the proposed combination resembles a friendly takeover more than a merger, with CSX offering about \$8.4 billion in cash and stock for Conrail. CSX, with its rail, barge, ocean shipping, intermodal and real estate interests, took in revenues of \$10.5 billion last year, compared with Conrail's \$3.7 billion. The merged system initially would have nearly 30,000 route miles and 50,000 employees.



It was further agreed that the new holding company will be based in Philadelphia rather than in Richmond, VA, the home of CSX, but the location of the operating headquarters is still to be determined. The respective rail subsidiaries, CSX Transportation and Consolidated Rail Corp., are based in Jacksonville, FL and Philadelphia respectively. A name for the combined system likewise has not been chosen, but the leadership roles were announced. Plans call for Snow, 57, to remain as chief executive for two years following the merger, with LeVan, 50, serving as president and chief operating officer. Snow would then become chairman and LeVan would step up to CEO.

The reaction from CSX's chief competitor, Norfolk Southern, was chilly, its management saying only that whatever happens, NS "will be a part of it." It is expected that NS, the spurned former suitor of Conrail, will demand extensive line sales and trackage rights in order to extend its reach into the New York-New England territory which is now largely the province of Conrail. And rumors began circulating that NS would now be driven toward a transcontinental merger.

The CSX agreement represents a 360-degree turnabout for LeVan, who for the past several years has insisted that Conrail should remain independent. But after the latest announcement he said that because two giant railroads now dominate the West it is necessary for Conrail to expand beyond its present geographic boundaries. In Snow's words, the combined CSX-CR would be able to provide "seamless service" between all markets east of the Mississippi River. It would cover virtually all of the territory from Boston, New York and Montreal in the East to Detroit, Chicago, St. Louis, Memphis, New Orleans and Florida. Locally, CSX and Conrail already operate several joint trains through Philadelphia, and Conrail utilizes CSX trackage rights for most of its own trains between Philadelphia, Baltimore and the South. Conrail also handles a number of runthrough trains with NS via the Hagerstown, MD gateway.

CSX offered to pay \$92.50 per share in cash and stock for Conrail. The stock market reacted to the announcement by bidding up Conrail shares by 14 points, while CSX dropped 2-3/4. By the end of the week, Conrail closed on Wall Street at 86-5/8, up from 71 on Monday. It is a measure of the financial community's respect for Conrail's performance that its share price has risen more than sixfold since the initial \$28 per share when the Federal government privatized the railroad in 1987. The stock was later split two-for-one prior to the formation of the holding company Conrail, Inc.

While substantial opposition to the marriage may surface, observers believe it will be approved by the Federal Surface Transportation Board within 12 to 18 months of the formal filing around February 1, 1997. LeVan is said to believe that large-scale divestitures to Norfolk Southern or other carriers will be unnecessary, based upon the Union Pacific's successful strategy of granting extensive trackage rights to its major competitor to win approval of the Southern Pacific acquisition last summer. And John Snow's experience and contacts in Washington should be of great value in winning approval for CSX-Conrail, just as the political skills of UP Chairman Drew Lewis were brought to bear in the earlier case.

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

CHAPTER OFFICERS

President.....	Douglas W. Watts	(610) 259-4226
Senior Vice President.....	Leslie J. Dean	(610) 586-7294
Vice President & Treasurer.....	William M. Gardiner	(215) 632-7016
Secretary.....	Marie K. Eastwood	(215) 947-5769
National Director.....	Frank G. Tatnall, Jr.	(610) 828-0706
Historian.....	Larry A. DeYoung	(908) 788-7895
Editor.....	R. L. Eastwood, Jr.	(215) 947-5769

COMMITTEE CHAIRS

Equipment and Trip.....	Michael F. Hopkins	(717) 355-2035
Equipment Volunteer Coordinator.....	Robert F. Morris	(610) 543-8010
Membership.....	Sheila A. Dorr	(610) 642-2830
Program.....	Leslie J. Dean	(610) 586-7294
Publicity.....		
Sales.....	David Kopena	(215) 441-8092

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!

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

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

OUR MEETING:

FRIDAY EVENING, NOVEMBER 15, 1996

Eakins Lounge, Alumni Hall, Thomas Jefferson University, 1020 Locust Street, Philadelphia, PA (three blocks south of Market East Station)

Dinner at 6:15 PM (\$19.50 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 November 15, 1996 meeting features our Annual Railroadiana Auction. The evening begins with our usual sit-down dinner in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$19.50 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, NOVEMBER 12, 1996 to National Director 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.

The auctioneer's gavel will sound at 7:30 PM in our meeting room, and will continue until 9:30 PM, at which time all unsold material will be returned to the sellers. Registration will begin at 7:00 PM. No business meeting will be conducted. RULES FOR THE AUCTION ARE AS FOLLOWS:

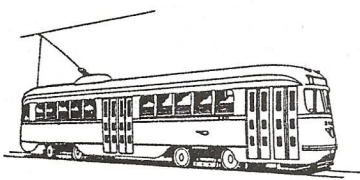
1. Minimum bid price on any one lot is \$2; increments in bidding must be in multiples of 50¢.
2. Each seller is limited to a MAXIMUM of eight (8) lots of material. You will be assigned a seller number at registration and given forms to identify each lot number to be sold. Each item must be listed separately on the registration form. EVERY EFFORT WILL BE MADE TO ROTATE LOTS, GIVING EQUAL EXPOSURE.
3. Each BUYER will be given a BIDDER NUMBER. In an effort to speed the auction, payment on all items will not be made until the end of the auction, or until the bidder is finished bidding on lots. Settlement for items sold SHOULD BE MADE at the end of the evening, providing sufficient cash is on hand. The Chapter officers are in control of the auction, and reserve the right to reject any material offered for sale not considered in the best interest of the bidders. The Chapter retains 20% of the proceeds from each sale.
4. HUCKSTERING OF RAILROADIANA ON THE SIDE IN THE AUCTION ROOM IS DISCOURAGED WHILE THE AUCTION IS IN PROGRESS. Dig through your attics and come up with a full box of items for sale and a full wallet to buy!

Contributions of lots to the Chapter are once again encouraged this year as a means of raising more funds to continue the FP7 restoration project. There will be quite a number of items sold on behalf of the Chapter which have been previously contributed, so please be prepared to bid!

We hope you'll interest a friend in attending Philadelphia Chapter's Annual Railroadiana Auction, to be held Friday evening, November 15, 1996 in the Jefferson Alumni Hall Eakins Lounge. Come out and join your fellow chapter members in this fun event.

PUBLIC MEETING SET ON CENTER CITY TROLLEYS

"Trolleys and tourism: An action plan for the next five years" is the theme of a public meeting to be hosted by the Center City District on Thursday, December 5 at the Philadelphia Marriott Hotel. The meeting will be held from 8 to 10 AM, with speakers from SEPTA and other cities where historic trolleys are in operation.



SEPTA's Light Rail Division is offering its "vision of the future" for expanded trolley operations in center city, which in addition to the present Welcome Line on 11th and 12th Streets would include the following:

o A new loop line on Chestnut and Arch Streets between Front and 12th, linking the Convention Center with the historic district

o A second line operating on 4th and 5th Streets between Spring Garden and Bainbridge, with an extension eastbound on Spring Garden to Columbus Blvd., then south to Dock Street, north on Front to Chestnut where it would join the east-west loop.

Estimated cost for the entire project is \$17.3 million, much of which would have to be provided by Federal or private grants. A fair number of SEPTA's stored PCC's would need to be rebuilt for the new services, unless heritage equipment were obtained from other sources.

A trolley tour is expected to follow the public meeting on December 5, and a fee will be charged. For further information, telephone the Center City District at 215-440-5500.



NOVEMBER 2, 1996: Rail Fest 1996 at two-foot-gauge Haluwasas Shoreline Railroad, Camp Haluwasas, South Ehrke Road just off Route 30, Ancora, NJ. Hours: 10 AM-4 PM. Events include rides over Haluwasas Railroad, model railroad and railroadiana dealers, hand-pump car races. Donation: \$3 per person. For information, telephone 609-561-3081.

NOVEMBER 9-10: 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. Admission: \$5 adults, \$2 children (12 and under). For information, telephone 410-795-7447.

NOVEMBER 10: PCC trolley tour over SEPTA Routes 23 and 56 trackage between Chestnut Hill, center city and Torresdale, sponsored by Buckingham Valley Trolley Association. Special car leaves Germantown depot, 6700 Germantown Avenue, at 10 AM, returns about 3 PM. Fare: \$25 per person. Order tickets from: George Metz, 130 Springton Lake Road, Media, PA 19063-1826, enclosing stamped, self-addressed envelope. For information, telephone 610-565-0528.

NOVEMBER 16: Chalfont Boro P.B.A. Train Show & Sale (formerly Abington Train Show) at Lenape Middle School, 313 West State Street, Doylestown, PA, 9 AM-3 PM. Admission: \$3 adults, children under 12 free. For information, telephone Paul Myers at 215-345-5017.

NOVEMBER 17: Annual Train Show & Sale sponsored by Tri-State Chapter NRHS at 33 Baldwin Road, Parsippany, NJ (just off Route 46). In addition to railroadiana and books for sale, there will be Conrail and Amtrak displays and operating model railroad layouts. Hours: 9 AM-3 PM. Admission: \$4 adults, \$3 children and seniors, \$6 family. For information, write: Tri-State Railway Historical Society, P. O. Box 1217, Morristown, NJ 07962-1217 (telephone 201-488-5429).

NOVEMBER 21: Lecture on "Motive Power on the Allegheny Portage Railroad" by Historian John Weinhold at Farinon Center, Lafayette College, Easton, PA, starting at 8 PM. Admission free. For information, telephone Hugh Moore Historical Park & Museums at 610-559-6613.

NOVEMBER 24: PCC trolley tour over SEPTA's entire Route 23, leaving Germantown depot, 6700 Germantown Avenue, at 10 AM, sponsored by Wilmington Chapter NRHS. Fare: \$25 per person. Order tickets from: Wilmington Chapter NRHS, P. O. Box 1261, Wilmington, DE 19899. For information on availability, telephone Steve Barry at 201-300-9246.

NOVEMBER 29-DECEMBER 29: "Center City Holiday Trolley" sponsored by SEPTA and Center City District, features Welcome Line PCC's and possibly Peter Witt #8534 operating on 11th and 12th Streets. Cars leave 12th & Arch Streets every 20 minutes 11 AM-6 PM. For information, telephone 215-580-3773.

NOVEMBER 29: Parade of trolleys on State Street in Media, sponsored by SEPTA and the borough's business association, will feature a PCC, LRV, new Ikarus bus and old Flexible bus, music and food. Event will celebrate completion of track renewal project and start of holiday season. Hours: 4:30-8 PM. Info: 215-580-3773.

NOVEMBER 29-30: Annual Railroadiana & Train Show sponsored by West Jersey Chapter NRHS, at St. Stephen's Catholic School, Browning Road near Admiral Wilson Blvd., Pennsauken, NJ. Hours: 12 Noon-7 PM Friday, 10 AM-3 PM Saturday. Operating model train layouts, displays, model and railroadiana sales featured. Donation: adults \$3, children under 12 free. For information, telephone 609-953-1376.

NOVEMBER 30-DECEMBER 1, 7, 8: Open house at Cheltenham Hills Model Railroad Club, 8000 Old York Road, Elkins Park, PA, 12 Noon-5 PM. Admission free. For information, telephone John Walz at 215-357-3990.

DECEMBER 7: Steam-powered night photo train on Wilmington & Western Railroad using 4-4-0 #98, freight cars and combine, leaving Greenbank station, Marshallton, DE, at 6 PM. Night photo sessions will be directed by Steve Barry of Railfan & Railroad Magazine. Fare: \$35 per person (including soft drinks and snacks). To order, send check to: Tom Gears, 2720 Newport Gap Pike, Wilmington, DE 19808. For information, telephone 302-892-2473.

DECEMBER 7: "Santa Claus Special" diesel-powered excursion on CSX's former Western Maryland "Dutch Line" from Hagerstown, MD to Hanover, PA and return, sponsored by Hagerstown Chapter NRHS and Hagerstown Roundhouse Museum. MARC-equipped train leaves Hagerstown 8:30 AM, returns 4:30 PM. Fares: \$40 adults, \$35 seniors (60 and over), \$25 children (12 and under). For tickets, write: Hagerstown Roundhouse Museum, P. O. Box 2858, Hagerstown, MD 21741-2858, enclosing stamped, self-addressed envelope. For information, telephone 301-739-4665.

DECEMBER 7-8: Ocean City Train Show at Music Pier, Boardwalk & Moorland Terrace, Ocean City, NJ, 10 AM-5 PM Saturday, 10 AM-4 PM Sunday. Admission: \$3 adults, \$1 children. For information, telephone City of Ocean City Public Relations at 609-525-9300.

DECEMBER 14-15: Open house at GATSME Lines model railroad club, Prospect & Madison Avenues, Fort Washington, PA, 1-5 PM. Admission by donation. For information, telephone 215-646-2033.

DECEMBER 14-15: Greenberg's Great Train, Dollhouse & Toy Show at Fort Washington Expo Center, Virginia Drive, Fort Washington, PA, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 children (12 and under). For information, telephone 410-795-7447.

JANUARY 4-5, 1997: Open house at Cheltenham Hills Model Railroad Club, 8000 Old York Road, Elkins Park, PA, 12 Noon-5 PM. Admission free. For information, telephone 215-357-3990.

JANUARY 4-5, 18-19: Open house at GATSME Lines model railroad club, Prospect & Madison Avenues, Fort Washington, PA, 1-5 PM. Admission by donation. For information, telephone 215-646-2033.

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.

PHILADELPHIA

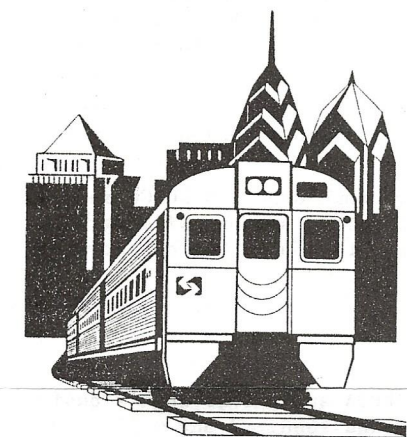


FRANK G. TATNALL, JR.

SEPTA and the State of Delaware have agreed on a three-year contract to preserve R2 service between Wilmington and Philadelphia. Governor Carper attended a ceremony October 10 at the Wilmington station to celebrate the new agreement, which also provides for extension of service over an additional 12 miles of AMTRAK mainline to Newark, DE. The State will build a new station at Newark, with service there expected to begin by next fall, and will purchase liability insurance to cover the present operation effective immediately. In addition, DelDOT will double its annual subsidy payments to \$1.4 million. SEPTA had twice threatened to end the R2 operation south of Marcus Hook unless its contract payments were increased and insurance provided outside of Pennsylvania (see September Cinders). SEPTA will also consider the restoration of rush-hour express service on the line.

The fall slippery rail season is here again, and SEPTA is hoping to improve service over the 1995 season when Regional Rail's on-time record dropped to 80 percent. This year SEPTA will field two converted rail-scrubbing machines designed to remove leaf residue from the railheads, and will try out a British-invented compound called Electro Gel which is applied to the rail like toothpaste on a brush. Regular sanding trains will also be operated on certain lines during the night, and an extra locomotive (SW1001 #9406) has been leased from CONRAIL to help out. Push-pull cab cars will be equipped with sanding devices.

The Railroad Division has set several goals for itself in 1997, among them a two-percent increase in ridership from the present weekday average of 91,000, and an improvement in rider report card grades from an overall B-minus to B.....Regional Rail lost 42 supervisory employees in SEPTA's recent management downsizing, a 17-percent cut in ranks from its 248 "SAM" workforce.The Blue Ribbon firm will staff ticket offices at center city rail stations and Edens Corp. will staff all other Regional Rail offices under new contracts effective November 2.....SEPTA is considering a plan to accept credit cards for ticket and TrailPass purchases, as is already the practice in certain other cities.



SEPTA in mid-September had its new ALP-44 electric locomotive out for a series of test runs including trips to the Airport. The Swedish-built #2308 was expected to enter revenue push-pull service by the end of October.....That black GP9 diesel lettered OHIO CENTRAL which appeared last month at Wayne electric shop is not an addition to SEPTA's roster. OCHR #99, built in 1956 as Baltimore & Ohio 6499, has been purchased by the Four States group which intends to start a tourist operation next year on SEPTA's unused branch out of West Chester.....A trespasser was killed near Swarthmore station on October 11 when he was struck by R3 train #9356.....A contractor has begun an asbestos-removal project in Suburban Station, as part of SEPTA's planned renovation of the concourse area.....Abington Township conducted a Joint Emergency Management Drill on the R3 West Trenton line on Sunday, October 20. A school bus and a married pair of Silverliner IV's were staged at the Rydal Road crossing with 15 "casualties" each from the train and school bus. SEPTA provided substitute bus service between Jenkintown and Bethayres for four trips in each direction while the drill was in progress.

SEPTA is working to complete its lengthy renumbering process for 51 Silverliner IV MU cars which now have PCB-free transformers. Only five cars (#151-152, 295, 342-343) remain to be renumbered into the 400-450 series, the 400-416 being single-unit cars and 417-450 married pairs. (The random renumbering of these 51 cars will no doubt cause fits for future railroad statisticians!) In addition, the 17 ex-Reading 9000-series Silverliner II's are to be shifted into open slots in the 200 series (ex-Pennsy), and the nine remaining 9000-series Silverliner IV's are eventually to receive vacant numbers in the high 200's. A complete conversion table will appear in a future issue of Cinders, updating that published in February 1995.

PennDOT installed new grade crossing signs last summer along the idle Newtown branch, even though service ended 13 years ago. The Intelligencer Record reported that school buses will still have to stop at the crossings, some of which are paved over. There is no current prospect for resumption of service to Newtown (A1 Gaus).....SEPTA is planning to name one of the R5 Doylestown express pairs the "North Penn Limited," probably 511/6576.....Work is continuing this month on rebuilding the Mainline bridge over 10th Street in Olney. Next will be replacement of the bridge over nearby Tabor Road, where a new bridge will be rolled in.....SEPTA will soon accept proposals to redevelop the former Reading freight station in Doylestown. The present Trailways bus station at Cross Keys may be closed and operations eventually transferred to the SEPTA station.

SEPTA is inching toward a decision on the long-discussed Cross County Metro, a transit line which would operate along CONRAIL's Trenton Cut-Off between Morrisville and either Glen Loch or Downingtown. The Metro, in either light rail, commuter rail or bus mode, would intersect a number of employment and commercial centers in Bucks, Montgomery and Chester Counties, and provide inter-suburban public transportation in a corridor now dominated by the private automobile. A "scoping" meeting was scheduled for October 24 in Norristown by SEPTA and the Federal Transit Administration to receive public comment prior to initiation of the required major

PHILADELPHIA EXPRESS (Continued from Page 4)

investment study/draft environmental impact statement. Written comments will be accepted until November 14, addressed to: Richard G. Bickel, Director Long Range Planning, SEPTA, 1234 Market Street, 9th Floor, Philadelphia, PA 19107 (telephone 215-580-7238).



the Frankford Center
That trend should be

SEPTA held a ceremony October 19 at the Church Street station on the Frankford el, as the last 20-ton concrete deck panel was hoisted into place. This will soon allow resumption of regular evening and weekend service on the Market-Frankford Line, which has been handled with shuttle buses between Frankford Terminal and center city for the past nine years. The five miles of deck reconstruction has cost about \$326 million, a major part of the decade-long \$1.5-billion Frankford El Reconstruction Project known as "FERP." Still to be completed is a new Frankford Transportation Center replacing the present 1922-vintage terminal at Bridge Street, and rebuilding of eight other el stations. To be opened in 2001, is expected to handle some 60,000 daily riders, 10,000 more than the existing facility. That trend should be boosted by the 220 new Market-Frankford cars now on order.

SEPTA Bus Driver Carless Lee has won the title of North America's #1 bus operator, beating out 115 competitors in the annual International Bus Rodeo sponsored by the American Public Transit Association last month in Anaheim, CA. With a perfect first name for a transit employee, Lee, an 18-year SEPTA veteran, also won SEPTA's Bus Rodeo championship in June. He works out of Callowhill depot.....Earlier this year, SEPTA was co-recipient with NJ TRANSIT of APTA's Public Transportation System Outstanding Achievement Award for 1995.....By mid-October, more than 70 of the Ikarus buses had been received by SEPTA, and were in service on several routes from Comly and Callowhill depots including Route 43 along Spring Garden Street. On October 10 the Inquirer ran a feature article on the new buses, emphasizing the satellite-based announcing system that will soon be added to the vehicles (see March Cinders). The satellite system will allow the "bus that talks" to know exactly where it is at any given time and to make the appropriate pre-recorded stop announcements. There is even an effort to have the voice speak in native Philadelphia accents!

SEPTA plans to have Peter Witt car #8534 back on the street next month, after repair work is performed at Woodland shop. It will debut on the center city Welcome Line.....SEPTA also plans a trolley excursion over newly-rebuilt track on the Route 13 extension in Darby.....See the notice elsewhere in this issue about the Center City District's "Trolleys and Tourism" meeting scheduled for December 5.....Following completion of trackwork on Lancaster Avenue, Route 10 cars will return to the subway-surface tunnel on November 3.....The Chestnut Hill Community Association will sponsor a PCC trip on Germantown Avenue--probably on December 14--to celebrate the 104th birthday of electric streetcars in Philadelphia.....SEPTA is offering a free "College Weekend Pass," which entitles college students to a \$1 weekend transit fare and \$2 on Regional Rail trains.



into its seven-year plan to become self-sufficient in operations by 2002, but will still require outside capital funding. This program, however, is a long way from success, according to a recent General Accounting Office study (U.S. Rail News).

AMTRAK's total appropriation for Fiscal Year 1997 is \$867 million, versus \$774 million in FY 1996. But funding for operations was cut from \$285 million to \$222.5 million, and capital from \$230 million to \$223 million. The big boost in funding came in the Northeast Corridor construction program which grew from \$115 million in 1996 to \$255 million in 1997. The original House bill had earmarked only \$80 million for NEC work, which would have virtually shut down the New England electrification project (NARP).....AMTRAK is well

into its seven-year plan to become self-sufficient in operations by 2002, but will still require outside capital funding. This program, however, is a long way from success, according to a recent General Accounting Office study (U.S. Rail News).

AMTRAK is taking delivery of 13 hybrid RoadRailer intermodal units from Wabash National. The dual-service vehicles reportedly will carry U.S. Mail on the rear of trains 40/41 Three Rivers between Philadelphia and Chicago.....AMTRAK last month accepted the first of 98 new P42 diesel locomotives built by General Electric. The P42's will replace much of the aging F40 fleet.....Several weeks ago a SEPTA bus ran out of control on the 29th Street side of 30th Street Station, smashing into the decorative wall facing Kennedy Blvd.....AMTRAK last month issued a colorful flyer promoting discount fares to New York for the Halloween "Spook-tacular" at "Madison Scare Garden".....AMTRAK's Customer & Employee Satisfaction Department has been eliminated, its functions transferred to other departments.

AMTRAK is still negotiating with PennDOT for a renewal of the contract covering Philadelphia-Harrisburg passenger service.....Reconstruction of the Lincoln Highway bridge over AMTRAK's Harrisburg line in Coatesville is forcing weekday single-track operation between Thorndale and Parkesburg.....The November issue of Trains features a seven-page color spread "On Location" along the Northeast Corridor.....Over the past five years some \$68 million in Federal ISTEAF funding was leveraged with other money to provide \$210 million for renovation of AMTRAK stations (NARP).

The October issues of the Harrisburg and Blue Ridge Chapter newsletters provide some interesting information on the effects of Hurricane Fran in early September. CSX's former B&O mainline was severed on Friday the 6th by floodwaters from the Potomac River at Point of Rocks and Cumberland, MD as well as at Harpers Ferry, WV, and was out of service for nearly four days. AMTRAK's Capitol Limited was cancelled between Washington and Pittsburgh and several CSX freight trains were derailed over CONRAIL between Philadelphia and the Pittsburgh area, with the CSX power running through. Further south, CSX's onetime Chesapeake & Ohio James River line was knocked out between Richmond and Lynchburg, VA, while the Mountain subdivision through Charlottesville was also flooded, diverting some freight traffic to NORFOLK SOUTHERN's mainline between Lynchburg and Petersburg. NS traffic was also disrupted for a time by high water along the Shenandoah River near Front Royal, VA, CSX's branch to Winchester, VA was out of service and the WINCHESTER & WESTERN was shut down.

Even worse were the chaotic conditions along CSX's north-south lines through the Carolinas, with traffic backed up by signal outages. For several days dispatchers were forced to give verbal instructions by radio to talk the trains through the "dark" sections. AMTRAK was forced to cancel its Florida trains September

PHILADELPHIA EXPRESS (Continued from Page 5)

6-8, and to detour the Silver Star for a time via Lynchburg on NS. The northbound Crescent on two days was turned back short of Washington and the southbound Crescent was cancelled on the 6th. In spite of heavy rains in western Pennsylvania, CONRAIL's Pittsburgh Line escaped with relatively little damage, although nine inches of rain in the Newville area caused two washouts on the Lurgan branch between Mount Holly Springs and Shippensburg. The latter branch was reopened on Sunday the 8th.



CONRAIL and the Czech carbuilder CKD Praha have begun a joint venture to produce light rail vehicles in the U.S. under the name of Electric Transport of America (Passenger Rail Management)..... A Spring-Ford Area school bus with 19 students on board stalled on CONRAIL's Harrisburg mainline in Royersford about 7:15 AM on October 2. The driver got the children out while two passersby pushed the bus most of the way off the track before a train sideswiped the empty bus, the Daily Local News reported.....CONRAIL and Falls Township residents are in a dispute before the township's Planning Commission on the railroad's plan to develop an industrial park on 83 acres just west of Morrisville intermodal terminal. Archer Daniels Midland, a major customer, wants to build a corn syrup storage and distribution facility on the site.....The November issue of Trains has a good article explaining the details of the new electronically controlled pneumatic braking system (ECP). This revolutionary system is being tested on CONRAIL (see October Cinders).....CONRAIL reported net income of \$138 million for the third quarter of 1996, versus \$116 million in the same quarter a year ago. Revenues increased from \$923 million to \$933 million.

Robert B. Watson, who oversaw the testing and operation of the original Budd-built Metroliners, was Philadelphia Chapter's guest at the October monthly meeting. He gave an insightful and humorous presentation via words and slides on the many problems encountered in the program. Even though the Metroliners' introduction in January 1969 was over a year behind schedule, many more hurdles were encountered in keeping the temperamental cars running, before Mr. Watson left the Penn Central in 1972 to pursue a consulting career. He is still active with LTK Engineering Services which provides consulting services for railroads worldwide.

Reacting to the September attack on an NJ TRANSIT bus driver in Cherry Hill (see October Cinders), NJT has begun a "police on board" program in which transit and local police make random safety checks of buses in Camden County.....Ex-SEPTA Blueliner #9118 is stored at Topton, PA for future use on EAST PENN RAILWAY's yet-to-begin Kutztown tourist train operation. It and two other Blues (#9116 repainted as #838 and 9129 as 879) are leased from the Reading Company T&H Society.....Andrew Muller, president of READING, BLUE MOUNTAIN & NORTHERN, has purchased the private car Gould from a prior owner in Wilkes-Barre, and moved it to the RBM&N shop at Port Clinton.....CANADIAN PACIFIC has decided to eliminate its so-called "dual flags" paint scheme.....A new Pennsy-style sign was dedicated September 16 on the former PRR station in Oxford, PA. The sign was produced by a PRRT&H Society member and paid for by NRHS-PRRT&H Member Tom Devon.....For PRR 10-6 sleeping car Scioto Rapids was formally presented to the Railroad Museum of Pennsylvania on October 13 by JUNIATA TERMINAL Owner Bennett Levin, who purchased the 1949-vintage Budd car from Amtrak.

Those 25 SD70MAC locomotives ordered by CSX from EMD will be numbered 700-724. The huge 6,000-hp GE's ordered from GE are in the 600 series (North Western Illinois Chapter).....CSX sent two office cars to Harrisburg via AMTRAK to accommodate an October 22 reception for the Keystone State Railroad Association.....CSX has renumbered its two remaining F-units from 117 and 118 to 417 and 418 to make room for the new C44-9 AC units (Bull Sheet).....CSX GP30 #4253, the only remaining unit to bear the old B&O sunburst paint, has been retired to the B&O Railroad Museum, and will be renumbered to its original 6944 (Bull Sheet).....While CANADIAN PACIFIC has moved many of its U.S. line dispatchers from Milwaukee to Minneapolis, the dispatchers handling the former Delaware & Hudson remain in Milwaukee for now (North Western Illinois Chapter).....The National Transportation Safety Board has issued its report on the boiler explosion which occurred June 26, 1995 as ex-CP 4-6-2 #1278 was handling a GETTYSBURG RAILROAD dinner train. "Contributing to the failure," the NTSB said, "was the locomotive crew's lack of training and knowledge to properly verify the sight glass, and to properly maintain the locomotive test cocks and spindle valves..." (Trains).

With the demolition earlier this year of most remaining shop buildings at the old Baldwin plant site in Eddystone, Preferred Real Estate Investments, Inc. bought the former headquarters building from Delaware County for \$1.5 million. The Inquirer reports that the restored building, named Baldwin Towers, has become a successful office park with 98-percent occupancy and a workforce of more than 850. Preferred is now negotiating with SEPTA to reopen the old Baldwin station to provide public transportation, with nearby Eddystone station to be closed.....A 1931-vintage ad for TWA (Transcontinental & Western Air) reveals its Pennsy ownership, carrying the slogan "Standard Air Line of the World." The PRR sold its TWA stock in 1936 (Les Dean).....A new tourist line known as the West Chester Railroad plans to begin operations sometime next year, on SEPTA track between Glen Mills and West Chester leased by the Borough of West Chester. The lease was to become effective at the end of October when ex-OHIO CENTRAL GP9 #99 was delivered to the operator, Four States Railway Service, at Glen Mills (see above).....Reportedly, ex-C&O 4-8-4 #614 will return to the NEW HOPE & IVYLAND following its six October runs on NJ TRANSIT and CONRAIL.

Michael Hopkins, chairman of the Chapter's Equipment and Trip Committees, is seriously ill in Lancaster General Hospital. Those wishing to send a card to Mike may address him at: Michael Hopkins, Lancaster General Hospital, Room 359, P. O. Box 3555, Lancaster, PA 17604.



As the dust settled on the Congressional action providing some additional funding to keep several marginal routes temporarily in action beyond November 10, Amtrak issued a scorecard -- "Good News tempered by Bad News". Highlights of the action were speculated on in our October column, but some more definitive items are as follows:

1. Americans and Congress are fighting to save passenger service but action wasn't taken until the trains were nearly gone.
2. Four trains (the Desert Wind, Eagle, Pioneer and the Boston section of the Lake Shore Limited) will continue in service for up to six months at the cost of restoring daily service to three stronger routes and the addition of first class amenities to the restored New York-Pittsburgh-Chicago train.
3. Amtrak gave everyone plenty of advance notice so many people, as a result, have been inconvenienced and scarce marketing resources wasted.
4. Some additional funding was voted but Amtrak will lose big in lost revenues, reaccommodating costs, promoting the reprieved trains and lost opportunities for retiring outdated equipment and run-through opportunities.
5. States are supposed to use the added time to find the necessary local funds for continuation, but there are only limited opportunities for states to use Federal transportation funds in this way.
6. Although the additional \$60 million in capital funds voted for the Northeast Corridor is gratifying, the total capital appropriation fell short of Amtrak's request by \$176 million.
7. While some jobs will be saved for six months, true long-term job security depends on Amtrak's long-term financial position, which Congress did not help.
8. While 42 stations will retain service for six months, 71 other points will have to wait six months to regain daily service.
9. And, while six months are available for states to explore other service options, Amtrak must state what it will run after May 10, 1997 now so as to not lose 1997 summer travel bookings.
10. Customers have been confused and Amtrak has been made to look foolish.
11. Amtrak's employees are saluted for their flexibility but no permanent help has been provided.
12. The dedicated source of funding so necessary to Amtrak's long-term survival may be receiving added support but the battle won't be joined again until at least January. And, it's no longer an election year.

However, there will be a second train between New York and Chicago, via Philadelphia. The Three Rivers will leave New York at 12:50 PM and arrive in Chicago at 8 AM. The return train will provide a later departure from the Windy City (9:25 PM) and reach New York at 6:20 PM. The train will be coaches only. The eastbound Lake Shore Limited will now leave Chicago two hours earlier than at present.

A bus connection will connect the Sunset's new terminal at Sanford, FL with hotels in Orlando.

Amtrak, by the way, is currently anticipating the daily operation of the California Zephyr, Empire Builder and City of New Orleans effective May 10, 1997. The Desert Wind, Eagle and Pioneer are not expected to operate beyond May 10, but that "availability of other funding could change this".

As of October 15, deliveries of ADA Amcoaches had reached 44675 and Metroliner ADA conversions had reached 44907, for a total of 84 Amfleet cars modified for improved handicapped accessibility.

In Heritage Fleet news, baggage-dorm 1626 expired at Cleveland recently, leaving only 1615 and 1617 on the Lake Shore Limited. The few surviving Slumbercoaches are running off their last miles wherever needed in dormitory service. The cars have been spotted on the Crescent, Lake Shore Limited and Silver Meteor.

On a personal note, I'd like to note the passing of an old friend. The December issue of Passenger Train Journal will be the last, as the magazine is being absorbed into the former Pacific Rail News, which will become Rail News with an expanded national perspective. The Amtrak column is apparently being discontinued and, with it, much of the informed comment for those who do not read the few NRHS chapter newsletters which cover Amtrak today. As you may recall, I once wrote the Amtrak column for PTJ and have recently done several articles for the magazine. One can only hope that some of the old PTJ will rub off on the new Rail News.

The Reading Company's postwar Pullman service was limited to one carline via Central of New Jersey-Delaware, Lackawanna & Western and three via the Lehigh Valley. First to expire was the 12-1 Pullman to Rochester, NY via the LV. It ended during the summer of 1949, about a year before all passenger service was discontinued on this Lehigh Valley branch.

Reading's only sleeping car, the Ottawa, had been acquired to run on the Interstate Express between Philadelphia, Binghamton and Syracuse. In June 1953, these were replaced by rare Orchard-series sleepers, which had been built new in 1930 with eight sections and five single bedrooms. Only two New York Central and two New Haven cars existed, and it was probably the NYC cars which were used. (Continued on Page 8)

ON THE SCENE (Continued from Page 7)

In April 1956, these cars were replaced by Clover-series cars. Depression-era rebuilds, these cars had eight sections and five double bedrooms. They remained on the train until sleeper service ended in August, 1957.

This cut left two sleeper lines on the Valley via Bethlehem. One car ran to Toronto on the Maple Leaf, a later departure ran only to Buffalo. The Toronto line was considered the more significant. In June, 1953, the earlier sleepers were replaced by Clover-series cars. But, in September, 1954, Fir-Series postwar rebuilt cars went on the run. These were rebuilds incorporating four bedrooms, six sections and four roomettes. These cars would remain on that run for almost five years, except during the summer of 1956, when rare Ash-series cars stood in.

The later car (to Buffalo) used a Scenic-series car, laid out with ten sections, two bedrooms and a drawing room. In October, 1957, these were replaced by Poplar-series cars with six sections and six bedrooms. Roomettes became available in July, 1958. Lehigh Valley eliminated the Buffalo train in May, 1959. Only the Maple Leaf soldiered on, by now equipped with Oak-series cars, offering 12 roomettes, one single bedroom and four double bedrooms. These last cars, Oak Bay and Oak Lawn replaced Fir Pass and Fir View until the Lehigh Valley ended passenger service on February, 1961.

UPDATE OF SHORTLINE/REGIONAL RAILROAD ROSTERS

These recent changes should be made to the first three sections of the motive power rosters of short-line railroads, published in the August-October issues of Cinders:

Delete	<u>CARBON & SCHUYLKILL RAILROAD (CSKR), Jim Thorpe, PA</u>					
	3317	U23B	(transferred to Reading, Blue Mountain & Northern)			
Add	<u>JUNIATA TERMINAL RAILROAD (JTFS), Philadelphia, PA</u>					
	9275	B-B	SW1500	D/E	EMD	1973 Former Conrail 9608
Add	<u>JUNIATA VALLEY RAILROAD (JVRR), Lewistown, PA</u>					
	1865	B-B	SW9	D/E	EMD	1953 Former Pittsburg & Shawmut 1865
Add	<u>LYCOMING VALLEY RAILROAD (LVRR), Williamsport, PA</u>					
	366	B-B	SW8M	D/E	EMD	1951 Former North Shore 366
Add	1775-1776	B-B	SW9	D/E	EMD	1953 Former Pittsburg & Shawmut 1775, 1776
Add	1816	B-B	SW9	D/E	EMD	1953 Former P&S 1816
Add	<u>MARYLAND & DELAWARE RAILROAD (MDDE), Federalsburg, MD</u>					
	801	B-B	SW900	D/E	EMD	1955 Former Conrail 8641
Add	<u>MARYLAND & PENNSYLVANIA RAILROAD (MPA), York, PA</u>					
	1815	B-B	GP16	D/E	EMD	1951 Former CSX 1815
Add	<u>NEW YORK, SUSQUEHANNA & WESTERN RAILROAD (NYSW), Ridgefield Park, NJ</u>					
	254	B-B	GP40	D/E	EMD	1966 Former Conrail Leasing 254
Delete	<u>NORTH SHORE RAILROAD (NSHR), Northumberland, PA</u>					
	366	SW8M	(transferred to Lycoming Valley)			
Add	<u>READING, BLUE MOUNTAIN & NORTHERN RAILROAD (RBMN), Port Clinton, PA</u>					
	2394	B-B	U23B	D/E	GE	1974 Former Conrail 2781
Add	3317	B-B	U23B	D/E	GE	1975 Former CSX 3317 (Note)
	Note: Leased from private individual					
Correct	<u>SOUTHERN RAILROAD OF NEW JERSEY (SRNJ), Winslow, NJ</u>					
	57	F3A	(Should show as owned by Tri-State Railway Historical Society)			

ABBREVIATIONS:

D/E - Diesel-electric

EMD - Electro-Motive Division, General Motors Corp.

GE - General Electric Company

CSX, CONRAIL PLAN BOMBSHELL MERGER (Continued from Page 1)

Meanwhile, in Conrail headquarters at Two Commerce Square, employees were expressing mixed feelings about their future, a blend of optimism and apprehension. While admitting that there could be some initial job losses, Conrail officials believe that the combined system will be able to increase business enough to avoid layoffs, and possibly to expand employment after years of downsizing.

Just a week after the CSX announcement, Norfolk Southern retaliated with its own bombshell. NS upped the ante by offering \$100 in cash for each Conrail share, an offer valued at \$9 billion versus the \$8.4 billion by CSX. Last year NS reportedly refused to put up around \$90 a share for Conrail, but now says its new proposal is a much better deal for stockholders than is CSX's. On the news, CR stock jumped almost 11 points on October 23 to close at 95-5/8.

Thus, in its 20th year of existence, Conrail as a stand-alone company appears ready to cast its banner into the realm of fallen flags.

PCC TROLLEYS SOLD RECENTLY BY SEPTA

The following PCC cars have been sold by SEPTA between late 1992 and summer 1996, as listed in SEPTA records:

CAR NO.	YEAR BUILT/TYPE	DATE SHIPPED	BUYER/DESTINATION
2091	1948/West	10/94	Gomaco, Ida Grove, IA
2093	1948/West	8/95	Pikes Peak Historical Foundation, Colorado Springs, CO
2094	1948/West	10/94	Gomaco, Ida Grove, IA
2095	1948/West	5/94	Wendell Dillinger, Middletown, PA
2096	1948/West	10/92	Muni, San Francisco, CA
2097	1948/West	6/95	Pikes Peak Historical Foundation, Colorado Springs, CO
2099	1948/West	10/92	Muni, San Francisco, CA
2101	1948/West	9/92	Muni, San Francisco, CA
2102	1948/West	7/95	Pikes Peak Historical Foundation, Colorado Springs, CO
2104	1948/West	5/94	Wendell Dillinger, Middletown, PA
2107	1948/West	8/95	Pikes Peak Historical Foundation, Colorado Springs, CO
2109	1948/West	8/95	Pikes Peak Historical Foundation, Colorado Springs, CO
2110	1948/West	2/93	Muni, San Francisco, CA
2113	1948/West	10/92	Muni, San Francisco, CA
2114	1948/West	6/95	Pikes Peak Historical Foundation, Colorado Springs, CO
2116	1948/West	9/92	Muni, San Francisco, CA
2119	1948/West	10/92	Muni, San Francisco, CA
2120	1948/West	11/94	Wisconsin Trolley Museum, East Troy, WI
2121	1948/West	9/92	Muni, San Francisco, CA
2122	1948/West	9/92	Muni, San Francisco, CA
2123	1948/West	9/92	Muni, San Francisco, CA
2124	1948/West	9/92	Muni, San Francisco, CA
2126	1948/West	10/92	Muni, San Francisco, CA
2129	1948/West	5/95	Pikes Peak Historical Foundation, Colorado Springs, CO
2131	1948/West	8/95	Pikes Peak Historical Foundation, Colorado Springs, CO
2138	1948/West	9/92	Muni, San Francisco, CA
2147	1948/GE	12/94	RTA, New Orleans, LA
2166	1948/GE	1/95	RTA, New Orleans, LA
2183	1948/GE	1/95	RTA, New Orleans, LA
2185	1948/GE	11/94	Wisconsin Trolley Museum, East Troy, WI
2186	1948/GE	11/94	Museum of Transportation, St. Louis, MO
2701	1947/West	10/94	Buckingham Valley Trolley Association, Philadelphia, PA
2703	1947/West	10/94	Gomaco, Ida Grove, IA
2706	1947/West	10/94	Gomaco, Ida Grove, IA
2709	1947/West	2/95	Seashore Trolley Museum, Kennebunkport, ME
2710	1947/West	10/94	Gomaco, Ida Grove, IA
2715	1947/West	9/92	Muni, San Francisco, CA
2720	1947/West	10/94	Gomaco, Ida Grove, IA
2721	1947/West	2/93	Muni, San Francisco, CA
2722	1947/West	6/95	Pikes Peak Historical Foundation, Colorado Springs, CO
2723	1947/West	10/95	PA Trolley Museum, Arden, PA
2724	1947/West	12/93	Edward Metka, Windber, PA
2725	1947/West	5/94	Wendell Dillinger, Middletown, PA
2737	1947/GE	1/95	RTA, New Orleans, LA
2740	1947/GE	12/94	Museum of Transportation, St. Louis, MO
2743	1947/GE	5/94	Rockhill Trolley Museum, Orbisonia, PA
2749	1947/GE	12/94	RTA, New Orleans, LA
2751	1947/GE	12/94	RTA, New Orleans, LA
2779	1947/GE	1/95	RTA, New Orleans, LA
2788	1947/GE	1/95	RTA, New Orleans, LA
2791	1947/GE	12/94	RTA, New Orleans, LA

All cars built by St. Louis Car Company. GE - General Electric components.
WEST - Westinghouse Electric components.

At present, SEPTA retains 55 PCC cars, of which 13 are operable as historic, training or work cars.

SEPTA SURFACE RAIL ROSTER (Corrected to March 15, 1996)

Suburban Transit Division

1982 Kawasaki
100 - 128 69th Street

1950 St. Louis
482/83 72nd Street (Ex-CTA)

1995 ABB
130 - 155 72nd Street

Work Cars
07 - 1911 Jewett (Tower Wagon)
D-39 EX-T-17 - BSS (Tower Wagon)

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS

(Part IV)

(Corrected to September 15, 1996)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER / NUMBER
<u>STRASBURG RAIL ROAD (SRC), Strasburg, PA</u>						
1	0-4-0	HL	G/M	Plymouth	1926	
2	0-4-0	JLA	G/M	Plymouth	1930	Safe Harbor 8
10	Railcar		G/M	Lancaster, Oxford & Southern	1914	Grasse River 12 (Note)
21	Railbus	AC	G/M	Mack/Brill	1921	Buffalo Creek & Gauley A
31	0-6-0		Steam	BLW	1908	Canadian National 7312
33	B-B	44-ton	D/E	GE	1948	Pennsylvania 9331
89	2-6-0		Steam	Canadian	1910	CN 89
90	2-10-0		Steam	BLW	1924	Great Western 90
475	4-8-0	M	Steam	BLW	1906	Norfolk & Western 475
972	4-6-0	D10j	Steam	MLW	1912	Canadian Pacific 972
Note: Built as narrow gauge						
<u>TOWANDA-MONROETON SHIPPERS LIFELINE (TMSL), Monroeton, PA</u>						
26	B-B	SW1	D/E	EMD	1939	Canton 26
<u>TYBURN RAILROAD (TYBR), Morrisville, PA</u>						
390	B-B	45-ton	D/E	GE	1942	U. S. Army
400	B-B	44-ton	D/E	GE	1947	Hoboken Shore 700
1845	B-B	H12-44	D/E	FM	1953	U. S. Steel (Fairless) 27 (Note)
Note: Leased from Locomotive Trouble Shooters						
<u>UNION COUNTY INDUSTRIAL RAILROAD (UCIR), Winfield, PA (Notes 1, 2)</u>						
1500	B-B	SW8	D/E	EMD	1953	Conrail 8618
2233	B-B	GP30	D/E	EMD	1963	Conrail 2233 (Note 3)
9425	B-B	SW1	D/E	EMD	1950	Conrail 8525
Note 1: Includes operation of West Shore Railroad (WTSE) and Lewisburg & Buffalo Creek RR (LBCR)						
Note 2: Locomotive also based at Lewisburg, PA						
Note 3: Owned by private individual						
<u>UPPER MERION & PLYMOUTH RAILROAD (UMP), Ivy Rock, PA</u>						
9007	B-B	SW9	D/E	GMD	1951	Brandywine Valley 8206
9008	B-B	SW1200	D/E	EMD	1957	Conrail 9323
9009	B-B	SW7	D/E	EMD	1950	Conrail 9087
<u>VIRGINIA RAILWAY EXPRESS/NORTHERN VIRGINIA TRANSPORTATION COMMISSION (NVTC), Washington, DC (Note 1)</u>						
V01	B-B	RP39-2C**	D/E	EMD/MK	1966	CSX 6669 (Note 2)
V02	B-B	RP39-2C**	D/E	EMD/MK	1967	CSX 6712 (Note 2)
V03-V06	B-B	RP39-2C**	D/E	EMD/MK	1971	CSX 6569, 6559, 6789, 6617 (Note 2)
V07	B-B	RP39-2C**	D/E	EMD/MK	1967	CSX 6821 (Note 2)
V08	B-B	RP39-2C**	D/E	EMD/MK	1971	CSX 6841 (Note 2)
V09	B-B	RP39-2C**	D/E	EMD/MK	1967	CSX 6814 (Note 2)
V10	B-B	RP39-2C**	D/E	EMD/MK	1971	CSX 6591 (Note 2)
V20	B-B	RP40-2C**	D/E	EMD/MK	1969	CSX 6648 (Note 3)
V21	B-B	RP40-2C**	D/E	EMD/MK	1968	Kansas City Southern 4759 (Note 3)
V22	B-B	GP40PH-2**	D/E	EMD	1966	CSX 6513 (Note 4)
V23	B-B	GP40PH-2**	D/E	EMD	1971	CSX 6851 (Note 4)
Note 1: Locomotives also based at Fredericksburg, Manassas, VA						
Note 2: Rebuilt by Morrison Knudsen 1991-92 from GP40's						
Note 3: Rebuilt by MK 1993 from GP40's						
Note 4: Rebuilt by AMF 1995 from GP40's						
<u>WALKERSVILLE SOUTHERN RAILROAD (WS), Walkersville, MD</u>						
1	0-4-0	JLB	G/M	Plymouth	1943	Wilmington & Western 1
2	0-4-0		G/M	Davenport		
<u>WANAMAKER, KEMPTON & SOUTHERN RAILROAD,* Kempton, PA</u>						
2	0-4-0T		Steam	Porter	1920	Colorado Fuel & Iron 2
20	0-4-0		G/M	Whitcomb	1932	Not known
35	B-B		G/E	Mack	1939	Mack Trucks 3 (Note 1)
65	0-6-0T		Steam	Porter	1930	Safe Harbor 65
602	B-B	70-ton	D/E	Whitcomb	1944	Gulf Oil 7 (Note 2)
Note 1: Rebuilt from electric locomotive (originally built 1927)						
Note 2: Owned by Anthracite Railroads Historical Society						

(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
<u>WESTERN MARYLAND SCENIC RAILROAD,* Cumberland, MD (Note)</u>						
199	B-B	RS3	D/E	Alco	1954	Delaware & Hudson 4075
734	2-8-0		Steam	BLW	1916	Lake Superior & Ishpeming 34
2175	B-B	GP30	D/E	EMD	1962	Conrail 2175
2249	B-B	GP30	D/E	EMD	1963	Conrail 2249
Note: Locomotives also based at Ridgeley, WV						
<u>WILMINGTON & WESTERN RAILWAY(WWR)/WILMINGTON & WESTERN RAILROAD,* Marshallton, DE</u>						
37	2-8-2T		Steam	Alco	1924	Pacific Lumber 7
92	2-6-0		Steam	Canadian	1910	Canadian National 92
98	4-4-0		Steam	Alco	1909	Mississippi Central 98
114	B-B	SW1	D/E	EMD	1940	Ocean City Western 114
4662	Railcar	OEG350	D/E	Pullmn/Br11	1929	PRR 4662
8408	B-B	SW1	D/E	EMD	1940	Baltimore & Ohio 8408
<u>WINCHESTER & WESTERN RAILROAD (WW), NEW JERSEY DIVISION, Bridgeton, NJ</u>						
120	B-B	MT4	Stug	Alco	1957	Conrail 1020
459	B-B	GP9	D/E	EMD	1955	Norfolk & Western 2459
475	B-B	GP9	D/E	EMD	1955	N&W 2475
517	B-B	GP9	D/E	EMD	1958	N&W 2517
520	B-B	GP9	D/E	EMD	1958	N&W 2520
527	B-B	GP10	D/E	EMD	1956	Conrail 7527
575	B-B	GP10	D/E	EMD	1959	Conrail 7575
732	B-B	GP9	D/E	EMD	1955	Conrail 7323
811	B-B	GP9	D/E	EMD	1959	N&W 1481
<u>WINCHESTER & WESTERN RAILROAD (WW), VIRGINIA DIVISION, Gore, VA</u>						
107	B-B	MT4	Stug	Alco	1957	Conrail 1007
403	B-B	GP9	D/E	EMD	1954	Southern Pacific 3403
445	B-B	GP9	D/E	EMD	1955	SP 3445
498	B-B	GP9	D/E	EMD	1956	N&W 2498
572	B-B	GP10	D/E	EMD	1959	Conrail 7572
709	B-B	GP9	D/E	EMD	1956	Conrail 7090
<u>YORKRAIL (YKR), York, PA</u>						
1500	B-B	CF7	D/E	EMD	1953	Santa Fe 2417 (F7A 275L)
1750	B-B	GP9	D/E	EMD	1956	Baltimore & Ohio 6544
1752	B-B	GP9	D/E	EMD	1956	B&O 6537
1754	B-B	GP9	D/E	EMD	1956	B&O 6490
1756	B-B	GP9	D/E	EMD	1956	B&O 6486

ABBREVIATIONS

- Elec - Electric
- D/E - Diesel-electric
- D/M - Diesel-mechanical
- G/E - Gas-electric
- G/M - Gas-mechanical
- * - Non-common carrier
- ** - Equipped with head-end power

- Alco - American Locomotive Company/Alco Products, Inc.
- ABB - Asea Brown Boveri (Sweden)
- ADT - ADtranz (Sweden)
- BLH - Baldwin-Lima-Hamilton Corp.
- BLW - Baldwin Locomotive Works
- EMD - Electro-Motive Division, General Motors Corp./EMC - Electro-Motive Corp.
- FM - Fairbanks-Morse Corp.
- GE - General Electric Company
- GMD - General Motors Diesel, Ltd. (Canada)
- MK - Morrison Knudsen Corp.
- RLI - Republic Locomotive, Inc.

SOURCES

- American Shortline Railway Guide, edited by Edward A. Lewis
- Bull Sheet, edited by Allen Brougham
- Conrail Historical Society Form D, edited by John Cerreta
- Conrail Technical Society Journal, edited by David Patch
- Diesel Locomotive Rosters, compiled by Sy Reich, published by Wayner Publications
- Extra 2200 South, edited by Doug Cummings
- Railpace, edited by Tom Nemeth
- Railfan & Railroad, edited by Jim Boyd
- Trains, edited by Kevin Keefe
- Harrisburg Rail Review, Harrisburg Chapter NRHS, edited by Fred Wertz
- Hostler, Hawk Mountain Chapter NRHS, edited by Kenneth Bealer
- Jersey Central News, Jersey Central Chapter NRHS, edited by Carl Perelman
- Susquehannock, Central Pennsylvania Chapter NRHS, edited by Allen Bubb
- Cinders staff
- NDC Railroad
- Reading, Blue Mountain & Northern Railroad
- SMS Rail Service
- Winchester & Western Railroad
- Richard O. Adams, Donald J. Colangelo, Kermit Geary, Jr., James B. Kirk, Wayne Laepple, Eric Levin, Linn Moedinger, Tom Moran, John Pari, John Petko, Stewart Rhine, Mark Sublette

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
Post Office Box 7302
PHILADELPHIA, PA 19101-7302

FIRST CLASS MAIL
U. S. Postage
PAID
Permit No. 12
Huntingdon Valley, PA
19006

First Class Mail



PAUL G MOORE
1419 NOBLE RD
RYDAL PA 19046-2314

1996