

# CINDERS

SEPTEMBER 1996



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### PHILADELPHIA CHAPTER

National Railway Historical Society Inc.  
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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.

## OUR MEETING:

FRIDAY EVENING, SEPTEMBER 20, 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 September 20 meeting will feature our "Show and Tell" program highlighting members' slides taken over the Summer of 1996 (actually, since March 1, 1996!). Each of you is invited to show a sample of what you saw through your camera lens, and there has been a lot of activity these past few months, so please share it! Please give your name to Senior Vice President Les Dean before the meeting.

Our usual sit-down dinner will be held 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, SEPTEMBER 17, 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.

Looking ahead, our program on Friday, October 18, 1996 will feature Robert B. Watson, retired Penn Central official and currently with LTK Associates, who will present a program entitled "Metroliner Retrospective" to our members. Mark the date on your calendar.

## EAST PENN TOURIST SERVICE STILL AWAITING STARTUP

Contrary to a report in August Cinders, the East Penn tourist operation between Kutztown and Topton, PA had still not begun by the end of August. The newsletter item was based on EPRY's earlier announcement and a flyer issued to the public in June. However, PennDOT owns the four-mile ex-Reading branch, and raised objections to the operation of passenger service. Pending further review by PennDOT, it is uncertain whether the tourist trains will actually operate during this season.

East Penn has repainted its General Electric 50-ton locomotive #44 into a forest green livery, matched by two former Reading/SEPTA Blueliner coaches now numbered 838 and 879 (their original Reading numbers). T1 and a former Pennsy caboose will make up the train.

SAVE GENUARDI'S SUPERMARKET TAPES - HELP SUPPORT YOUR CHAP

# PHILADELPHIA



## FRANK G. TATNALL, JR.

Public hearings were held last month on SEPTA's "Service Restructuring Program," aimed at cutting \$5.4 million from the Fiscal Year 1997 operating budget which took effect July 1. Among the most controversial proposals are the discontinuance of all three R5 round-trips serving Coatesville and Parkesburg and the six remaining R6 trains to and from Cynwyd. As expected, substantial opposition surfaced. Montgomery County Commissioners Chairman Mario Mele testified that he did not want to see any rail or bus curtailments in the county. But with relatively low ridership on the Parkesburg and Cynwyd trains, it is possible that the SEPTA board will approve these proposals at its September 19 meeting. The same fate will likely befall the half-hourly off-peak service on R8 Chestnut Hill West, which is to drop back to the hourly service that existed prior to the 1992-93 RailWorks project. Several of the station closures, however, may not occur. All changes take effect November 10.

Transfer of yard operations from Paoli to Frazer went smoothly over the weekend of August 10-11. With all R5 Paoli-Parkesburg trains now operating out of the relatively new Frazer yard four miles west of Paoli, the intermediate station at Malvern has seen its weekday service grow from 14 to 33 trains in each direction. New R5 and R7 timetables were issued effective August 11. SEPTA's next job will be to increase parking capacity at Malvern.....Work should begin soon on the new R5 station at Thorndale, now that all property and operating issues with AMTRAK have been resolved. Located three miles west of Downingtown, Thorndale would become the western extremity of SEPTA rail service.



SEPTA will stage two public hearings September 18 to ratify its decision to terminate R2 Wilmington service at Marcus Hook, effective September 30. SEPTA's contract with the State of Delaware expired on June 30 but was extended for 90 days to allow more time to negotiate a new agreement covering the daily-except-Sunday service to Claymont and Wilmington. The hearings are also a tactic to force DeLDOT's hand on a higher level of financial support..... Ticket agents were removed from the Bristol and Noble stations effective August 5.....SEPTA is trying to sell the former Pennsylvania Railroad Octoraro branch to PennDOT. Though long out of service between Wawa and Chadds Ford, the balance of the 36-mile line is leased to DELAWARE VALLEY RAILWAY for freight service between Chadds Ford and the state line near Nottingham. DV also operates the PennDOT-owned Wilmington & Northern branch which intersects at Chadds Ford.

SEPTA is in the process of equipping all of its conductors with portable radios to allow instant communication with their engineers. This is a result of the Federal Railroad Administration's order tightening up safety rules in the wake of those two commuter train accidents in New Jersey and Maryland last winter (see March through May Cinders). In non-cab-signal territory engineers are now required to call signals to the conductors, who must acknowledge or investigate if the signals are not called.....SEPTA is joining with other commuter agencies on a task force which will develop passenger car safety standards for MU and push-pull cars. Interim standards are to be submitted to the FRA by October 1, 1996, and final standards by December 31, 1998... Former Blueliner cars 9109 and 9135 are dressed in fresh blue-and-white paint (but no lettering) for use as storage space at Wayne Electric and Roberts yards respectively.....The five Budd-built Pioneer III cars remain stored at Wayne shop, awaiting the scrapper's torch.....AEM-7 #2307 returned to service August 28 with a new transformer. ALP-44 #2308 is now expected to arrive from Sweden about October 1.

An article in the August issue of Railway Age describes METRO-NORTH's decision to virtually end the purchase of MU electric cars in favor of locomotive-powered push-pull trains. SEPTA apparently has reached the same conclusion regarding future acquisitions.....The Convention Center Authority, the City and SEPTA will contribute to the \$7-million cost of opening a new entrance to the Grand Hall of the Convention Center (formerly the Reading Terminal trainshed). This entrance will link Market Street and Market East Station with the Grand Hall, utilizing the old terminal headhouse building now owned by the City.....If the newly-proposed Terminal F is built at Philadelphia International Airport, as reported in the Inquirer, a short extension of SEPTA's Airport Line beyond Terminal E may be needed.....SEPTA has offered its railroad ticket sales concession for public bid, but it is likely that Blue Ribbon Services will retain the contract.....Two men were shot to death in the parking lot of Queen Lane station in Germantown on August 11, in an apparent murder-suicide.

SEPTA's embattled general manager announced July 29 that he will leave his job next February, six months before the expiration of his contract. Louis J. Gambaccini denied that he was being forced out by a hostile faction on the SEPTA board, but it is known that a minority of board members as well as certain Philadelphia and Delaware County politicians will not mourn his departure. Gambaccini, 65, has headed SEPTA for the past eight years, having been recruited to the job during a period of severe turmoil, and is credited with carrying out numerous improvements such as the vast RailWorks project on the Railroad Division. He also spearheaded the effort which in 1991 resulted in the State Legislature enacting several taxes dedicated to mass transit. At the press conference during which Gambaccini announced his plans, Board Vice Chairman Richard Voith praised him for having "restored credibility at a time of great need" for SEPTA.....Delaware County Councilman Wallace Nunn, a persistent Gambaccini critic, has been named to the SEPTA board.

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SEPTA

## PHILADELPHIA EXPRESS (Continued from Page 2)

The executive search firm of Krauthamer & Associates has been hired by the SEPTA board to identify a candidate to replace Gambaccini. Although the current general manager's salary is \$192,000 per year, the board has reportedly set a ceiling of \$150,000 for the new GM and Krauthamer will be paid about 30 percent of that figure for its efforts. Daily News Columnist Russell Byers argues that SEPTA should go outside the transit industry for a new leader, because in Gambaccini "we already have the best public transit manager in the country and look what that has brought us in the last decade...Subsidies up 122 percent, ridership down 20 percent." Byers then asserted that "what SEPTA needs is a proven, creative manager with the skills to turn the system on its head." For starters, he suggested retired Chrysler Chief Lee Iacocca, who hails from Allentown, or Joseph Pacquette of Peco Energy.

The SEPTA board has reversed its decision to award a \$250,000 no-bid audit contract to Phoenix Management Service, the Daily News reports. The contract, which many saw as politically-inspired, could not be paid for because PennDOT and the Federal Transit Administration refused to fund it, and Phoenix therefore suspended work on the audit in June. Now the board will solicit bids for a complete review of SEPTA operations.....State Senator Stewart Greenleaf was appointed to the 15-member SEPTA board in July, representing the Senate majority leader. He replaces former State Senator Earl Baker. Greenleaf, a suburban Republican who staunchly supports mass transit, is a backer of the proposed Cross County Metro between Morrisville and Downingtown, but opposes restoring rail service to Newtown.....A little-noticed conference on regional transportation needs was held July 22 in West Conshohocken, and the discussion was not encouraging for mass transit supporters. Several officials, headed by State Transportation Secretary Bradley Mallory, talked mostly about the need for expanded highway capacity in the area--and the lack of funding for transportation improvements.....A recent USA Today report on commuting habits shows that just 10.1 percent of commuters in the Philadelphia metropolitan region use public transit. New York is tops at 26.8 percent.....PBS last month aired the documentary "Taken for a Ride" on General Motors' behind-the-scenes role in busing many transit systems.

Numerous City Transit Division bus routes will have service reduced or eliminated as part of SEPTA's ongoing cost-cutting program (see above). But the plan to end Route 55 (Olney-Doylestown) service after 8 PM has drawn much fire, because this long route carries many hospital and other evening workers. Another proposal generating heat is the discontinuance of Suburban Division bus Route 103 to Ardmore, ostensibly because of weak bridges on the former trolley right-of-way in Oakmont. On a brighter note, SEPTA has decided to retain the Route 76 Ben Franklin from center city to the Art Museum and Zoo, but raise the fare from 50 cents to the regular fare.....SEPTA posted a 2.7-percent ridership gain in June as compared with June 1995, ending the fiscal year on an upward trend.....A Federal judge last month dismissed a suit brought against SEPTA by a Virginia-based anti-abortion group, which claimed that SEPTA violated its First Amendment rights by removing certain advertising posters from subway stations. SEPTA acted on advice from the U.S. Department of Health & Human Services, which said that the posters were misleading.

More than 700 SEPTA management employees have accepted the recent early-retirement and severance options, severely depleting some departments. Among those leaving are several assistant general managers: Thomas Cain (Suburban Transit), Fred Mlynarski (Engineering & Construction), George Hague (Paratransit), Hal Davidow (acting, Finance & Planning) and Clarence Brangman (Surface). Joseph McCormick (Government Affairs) had left earlier. Two top-level officials, Deputy General Manager Howard Roberts and Chief of Staff Kyra McGrath, have announced that they will quit in early 1997, when GM Louis Gambaccini retires. Chapter Members Ron DeGraw, director of long-range planning, and Russ Jackson of Operations Support also have opted to leave. The Light Rail and Suburban Divisions were merged effective August 1, with AGM Kim Heinle of Light Rail now in charge. AGM Stephan Rosenfeld of Public Affairs has assumed responsibility for Government Affairs as well.

SEPTA and Buckingham Valley Trolley Association have signed an agreement for SEPTA to store much of BVRTA's "homeless" rail equipment. By mid-August three ex-Red Arrow cars--Brilliner 9, center-door 76 and master unit 80--had been trucked to Germantown depot, where they rest on the asphalt due to their gauge difference. But BVRTA has announced that it will dispose of eight cars which were vandalized at the Front & Laurel storage site, among them Bullet 202 and PCC's 2255 and 2701. Eighteen cars will remain including Peter Witt 8534, leased to SEPTA for charter service. That car was moved last month from Elmwood depot to Woodland shop, where it will have a traction motor replaced and some body work performed.....A group in Colorado Springs, CO has strung wire over 200 yards of former Rock Island track, and has made test runs with repainted ex-SEPTA PCC 2129. A total of nine PCC's were purchased from SEPTA (Locomotive & Railway Preservation).....Route 10 cars will be diverted to the 40th & Market subway station for several weeks while track is rebuilt on Lancaster Avenue. The new turnback loop at 52nd Street has been completed.

SEPTA will lease its Transit Museum and Store at 1234 Market Street to a newly-created non-profit entity, the Transit Museum Corp. At least three TMC directors must also be members of the SEPTA board. This lease will allow non-SEPTA employees to staff the store.....Although its plan to rehabilitate the Market Street el is on indefinite hold, SEPTA says it will build a new station at Millbourne to replace the present 90-year-old wooden structure.....As of late August, only four body shells for SEPTA's new Market-Frankford cars were on hand at the Elmira Heights (NY) plant of contractor ADtranz. The six-car pilot train is due for delivery in December.....Ten of SEPTA's 400 new Ikarus buses are stored at Wyoming Avenue, while another 32 were used during the Summer Olympics in Atlanta. The Anniston, AL-based assembler, Ikarus of America, is reported to be in serious financial difficulty.....Former PTC, SEPTA and NJ TRANSIT executive G. Wray Thomas died last month at age 76.

AMTRAK and its supporters are battling to salvage what they can in the \$37.7-billion transportation spending bill for Fiscal Year 1997, now before a Congressional conference committee. Both houses have agreed on a \$200-million operating appropriation, down \$85 million from this year, and the House approved only \$80 million for Northeast Corridor projects and virtually nothing for New England electrification. But the Senate added

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\$200 million which Amtrak says it must have to carry on this work. In total, the Senate version provides \$872 million for Amtrak while the House bill contains only \$542 million, as compared with Amtrak's request of \$1.066 billion and the Clinton Administration's budget of \$919 million. Meanwhile, the Amtrak reauthorization bill remains stalled in the Senate.



Once again, AMTRAK has released figures showing the on-time performance of its trains on various freight railroads. BURLINGTON NORTHERN SANTA FE racked up the worst score for the second quarter of 1996, at 63 percent. CONRAIL, CSX and SOUTHERN PACIFIC scored below Amtrak's system on-time average of 70.8 percent, as CP RAIL SYSTEM turned in the best record at 96.5. (Amtrak's own Northeast Corridor registered 88.4 percent on-time.) On the freight railroads, Amtrak blames those carriers for 48 percent of all delays with Amtrak itself responsible for 20 percent.....CONRAIL and AMTRAK in July issued a joint letter to all employees emphasizing the importance of moving passenger trains on schedule (Traffic World).....AMTRAK has brought in a new director of reservation services to oversee a "major re-engineering" of its reservations systems. Three centers--Fort Washington, PA, Chicago and Riverside, CA employ some 1,600 workers and handle more than 29.6 million calls annually (Railway Age).....AMTRAK has redesigned its website on the Internet to include a trip planner with schedule information, accommodations listings and scenic highlights, plus a photo gallery and news section. The address is www.amtrak.com.

AMTRAK in July closed "Fair" tower in Trenton, transferring control to the new CETC dispatcher in New York. "Morris" interlocking in Morrisville and several other Corridor locations are now controlled from the New York CETC center.....A bomb threat at Trenton station on the afternoon of July 31 disrupted train service for more than an hour. Nothing was found.....AMTRAK has unveiled a plaque in Washington Union Station honoring the 57 Amtrak employees "who lost their lives in the performance of their duties" (NARP).....A new airline named JetTrain last month started non-stop service between Philadelphia and Pittsburgh with an introductory one-way fare of \$25, increasing to \$79 later this month.....AMTRAK has signed a multi-year promotional agreement with the producers of "Shining Time Station," the PBS children's program (Tampa Bay Chapter).....AMTRAK may soon change its "pointless arrow" logo (Tampa Bay Chapter).



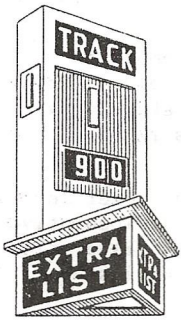
A possible nationwide railroad strike was narrowly averted in late July, when the carriers reached last-ditch settlements with the Transportation Communications Union and the Brotherhood of Maintenance of Way Employees. A Federally-imposed cooling-off period was to expire on Wednesday, July 24, but the carriers' National Railway Labor Conference reached agreement with the TCU on Monday and with the BMW on Tuesday. The unions were the last holdouts in the current round of contract bargaining, after the railroads and three shopcraft unions successfully wrapped up their talks the previous week. One possible stumbling block, an issue of supplemental unemployment insurance paid by CONRAIL to furloughed BMW employees, still remained unresolved, but the union agreed to a one-week extension before walking out. Finally, a settlement was reached with Conrail on July 30, and labor peace in the industry seems assured for the next five years.

CONRAIL reportedly was considering a court appeal of the Surface Transportation Board's approval of the \$5.4-billion takeover of SOUTHERN PACIFIC by UNION PACIFIC. The written decision was handed down last month, and the two railroads said they would begin to combine management functions on September 11 (Traffic World).....CONRAIL reported net income of \$26 million for the second quarter of 1996, compared with \$123 million in the same period of 1995. First-half net income for 1996 was \$57 million versus \$178 million a year ago. A \$135-million charge for an employee early-retirement program unfavorably affected 1996 results, Conrail said. Revenues for the second quarter of 1996 increased 2.8 percent from 1995 to \$949 million, and first-half revenues were up 1.4 percent to \$1.8 billion.....The Surface Transportation Board has found that only three major railroads, ILLINOIS CENTRAL, NORFOLK SOUTHERN and UNION PACIFIC, achieved an "adequate" rate of return on net investment last year. STB determined that cost of capital to be 11.7 percent, but CONRAIL's rate of return was only 6.1 percent and CSX's 6.5. IC again was the champion was a return of 17.2 percent.

CONRAIL is considering the acquisition of 30 more SD80MAC locomotives from EMD, supplementing the 28 AC-drive units already on the property. The new units reportedly will include EMD demonstrators #8000 and 8001 which will arrive this month, plus 28 more for delivery in the first quarter of 1997.....CONRAIL has changed the radio frequencies on several Philadelphia Division lines. The Trenton Line from Philadelphia to Bound Brook, NJ via West Trenton has been shifted from channel 2 (161.07) to channel 1 (160.80). The Harrisburg Line to Reading remains on channel 1, but from there to Rutherford has been changed to channel 3 (160.86) and to channel 4 (160.98) in the Harrisburg terminal area. The Buffalo Line north of Harrisburg is now on channel 3 and the Lurgan branch to Shippensburg and Hagerstown on channel 4. The Reading Line from Bethlehem to Reading is dispatched on channel 2 and the Pittsburgh Line out of Harrisburg on channel 4.

Representatives of CONRAIL, AMTRAK and SEPTA have been meeting with City officials to discuss the graffiti blight which greets motorists and visitors in the 30th Street Station area--especially on the base of Conrail's High Line. But, the Inquirer reports, no plan of attack has been agreed upon.....CONRAIL has removed the little-used crossovers at "Crescent" interlocking on the Trenton Line in Olney, as part of a signal upgrading project on this line shared with SEPTA.....When CONRAIL attempted to install new concrete footings under its ex-Reading bridge over Chester Creek in Chester last June, it had to lift the steel structure off its old piers. But the bridge tilted sideways, and it took more than a week to get the span settled on its new foundations. Freight traffic was detoured.....Two crew members were slightly injured when a set of light engines rammed the rear end of train MAIL-8M near Royersford on August 23. The cab of the lead unit, SD60M #5534, was crushed.....CONRAIL handled President Clinton's "21st Century Express" campaign train last month from Columbus, OH to Detroit and again from Battle Creek to Kalamazoo, MI.

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SEPTEMBER 11, 1996: Tour of Lukens Steel mill, Coatesville, PA, 9 AM to 12 Noon, sponsored by Greystone Society. Tickets: \$5 per person (visitors must be at least 14 years old). No cameras. For reservations, telephone 610-383-3048. All funds used for restoration of historic Coatesville properties.

SEPTEMBER 14: 2nd annual Train Show & Sale at Upper Darby High School, Lansdowne Avenue, Upper Darby, 11 AM-4 PM, sponsored by Philadelphia Division NMRA. Admission: \$3 per person (under 6 free), \$10 family. For information, telephone 610-461-8644.

SEPTEMBER 14: Restored Pullman lounge car Dover Harbor will operate Washington-New York on rear of Amtrak trains 192-175, sponsored by Washington, DC Chapter NRHS. Space available Philadelphia-New York, leaving 30th Street Station 10:06 AM, returning 8 PM. Fare: \$79 per person. Light food service enroute. For reservations, contact: Henry Bielstein, 13425 Reid Circle, Fort Washington, MD 20744-6522 (telephone 301-292-9592).

SEPTEMBER 14: "Diesel basics" class using Philadelphia and Lancaster Chapters' FP7s at Pocopson, PA, 12 Noon to 3 PM, conducted by Project Coordinator Cindy Bowers. No charge to members. For reservations, telephone Cindy Bowers at 717-436-6403. A second session will be held on October 12.

SEPTEMBER 16: Dedication of new Pennsylvania Railroad-style red-and-gold-leaf station sign at former PRR station, Oxford, PA, sponsored by Oxford Historical Commission with funding by Tom Devon, member of PRR Technical & Historical Society and Philadelphia Chapter NRHS. Unveiling ceremony begins at 6:30 PM.

SEPTEMBER 19: Lecture on "Restoration of Roebing's Delaware Aqueduct" by Sandra Speers 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.

SEPTEMBER 21: Hoboken Festival at Hoboken, NJ IS CANCELLED.

SEPTEMBER 21: 25th anniversary banquet of Pottstown & Reading Chapter NRHS at restored Reading station, Heritage Park, Sinking Spring, PA. Social hour and museum tour at 5 PM, dinner 6 PM. Entrees: chicken cordon bleu \$20, prime rib \$21.50 (for non-P&R members). Make checks payable to P&R Chapter NRHS. Mail orders to: Richard White, 918 Charles Street, Reading, PA 19606-3708 (telephone 610-582-1437).

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: 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.

SEPTEMBER 21-22: NRHS-owned FP7's #902 and 903 will power all Brandywine Scenic excursion trains this weekend, leaving Northbrook, PA at 11 AM, 12:30, 2 and 3:30 PM. Fares: \$8 adults, \$7 seniors (55 and over), \$6 children (12 and under). For information, telephone 610-793-4433.

SEPTEMBER 27: Mobile Post Office Society will celebrate the 150th anniversary of Pennsylvania Railroad with display and presentation on Railway Post Office service, 10 AM-2 PM at U.S. Post Office, Wynnewood, PA. Commemorative envelope with special cancellation will be available for sale.

SEPTEMBER 28-29: All Aboard Days Diesel Weekend at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, 10 AM-5 PM, with many diesel locomotives open for inspection and special train rides offered. Admission: \$6 adults, \$5 seniors, \$3 children (4-12). For information, telephone Dorothy Fuchs at 410-752-2464.

SEPTEMBER 29: Railroadiana and Model Train Show at Dieruff Senior High School, Irving & Washington Streets, Allentown, PA, 10 AM-4 PM, sponsored by Lehigh Valley Chapter NRHS. Railroadiana, books, model trains, food for sale. Admission: \$3 per person, \$5 family. For information, telephone Paul Kuehner at 610-261-0133.

SEPTEMBER 29: Tentative date for steam excursion on Reading & Northern Railroad from West Leesport to Ashland, PA and return, using 4-6-2 #425. For information, telephone 610-562-2102.

SEPTEMBER 29: "Tricentennial Express" rare-mileage excursions operating over part of Conrail's freight-only Popes Creek secondary track from Bowie to Waldorf, MD and return using MARC equipment, to celebrate 300th anniversary of Prince George's County, sponsored by Maryland-National Capital Park & Planning Commission. Trains leave Bowie State MARC station at 10:30 AM and 2:15 PM for three-hour round-trip. Fares: \$15 adults, \$10 children (4-12). Tickets available from Ticketmaster at 202-432-SEAT. For information, telephone the Commission Public Affairs Office at 301-699-2407.

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 by writing 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: Altoona Railfest '96 in Altoona, PA, sponsored by Altoona Railroaders Memorial Museum, includes walking tours of Conrail's Juniata locomotive shop, Conrail and Amtrak equipment displays and three daily Amtrak excursions to Gallitzin via Horseshoe Curve. Admission per day: \$10 adults, \$4 children (3-12), Amtrak excursions extra. Order tickets from: Altoona Railroaders Memorial Museum, 1300 9th Avenue, Building A, Altoona, PA 16602 (telephone 888-4-ALTOONA).

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## EXTRA LIST (Continued from Page 5)

OCTOBER 6: Lecture and book signing by Janet Greenstein Potter, Philadelphia Chapter member and author of Great American Railroad Stations, sponsored by Ebenezer Maxwell Mansion. Event will be held at Downs Hall, Philadelphia College of Textiles & Science, School House Lane & Henry Avenue, Philadelphia, starting at 3 PM, followed by high tea at nearby private home. Admission: lecture \$10, tea \$25. Reservations required for tea. Telephone Ebenezer Maxwell Mansion at 215-438-0133.

OCTOBER 6: "1523 Painter's Express" excursion on Black River & Western Railroad, using former Jersey Central GP7 #1523, sponsored by United Railroad Historical Society to raise funds for repainting the locomotive into original CNJ green and gold scheme. Train leaves Ringoes at 10 AM and will cover entire BR&W. Fare: \$10 per person. Order tickets from: URHS, c/o Frank Etzel, P. O. Box 502, Highland Lakes, NJ 07422, enclosing stamped, self-addressed envelope.

OCTOBER 6: 17th annual Train Meet at Leesport Farmers Market, Leesport, PA, sponsored by Reading Company Technical & Historical Society, 9 AM-3 PM. Admission: \$3 adults, \$1 children (5-16). Tables \$12 each. For information, telephone 610-777-2053 evenings.

OCTOBER 11-13: PRR Sesquicentennial Symposium at Historic Strasburg Inn, Strasburg, PA, sponsored by Pennsylvania Historical & Museum Commission. Presentations on PRR history by well-known writers and scholars Saturday and Sunday, plus Friday evening reception, Saturday lunch and dinner and Strasburg Rail Road train ride included in full package for \$150 per person. Saturday sessions only \$70 (with dinner \$110). Order tickets from: Gloria Schleicher, Railroad Museum of Pennsylvania, P. O. Box 125, Strasburg, PA 17579 (telephone 717-687-8628).

OCTOBER 12: "Diesel basics" class using FP7 locomotives at Pocopson, PA, 12 Noon to 3 PM, conducted by Project Coordinator Cindy Bowers. For reservations, telephone Cindy Bowers at 717-436-6403.

OCTOBER 12-13: East Broad Top Railroad Fall Spectacular at Rockhill Furnace, PA. Narrow-gauge steam locomotives and trains, M-1 gas-electric car will operate both days, plus guided shop tours, night photo session, activities at Rockhill Trolley Museum. For information, contact: Friends of East Broad Top, RD#1, Box 966, Three Springs, PA 17264-9722, enclosing stamped, self-addressed envelope. For information, telephone 814-447-3011.

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, sponsored by United Railroad Historical Society and New Jersey Railroad & Transportation Museum Commission. 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. Ticket hotline 908-236-7773. Visa and MasterCard orders accepted.

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 at Atwater Kent Museum). For information, telephone 215-922-3031.

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).

OCTOBER 25-27: Wellsboro Railroad Days at Wellsboro, PA, sponsored by Wellsboro Area Chamber of Commerce, will feature special excursions on Tioga Central Railroad. On Friday various historical presentations will be made, and on Saturday a vendors' sale and model railroad display will be held. Also on Saturday Tioga Central will operate four diesel-powered excursions from Wellsboro Junction to Hammond Lake or Lawrenceville, PA and return. On Sunday, the "Twin Tiers Special" will run to the Conrail connection near Corning, NY, a 62-mile round-trip, and another Hammond Lake turn will be made. Various fares apply. Send for complete brochure to: Tioga Central Railroad, RD #3, Box 419, Wellsboro, PA 16901 (telephone 717-724-0990).

OCTOBER 27: "Tricentennial Express" rare-mileage excursions from Upper Marlboro to Chalk Point, MD and return via Conrail's Popes Creek and Herbert secondary tracks, using MARC equipment, sponsored by Maryland-National Capital Park & Planning Commission. Trains leave Prince George's Equestrian Center, Upper Marlboro, at 10 AM and 1:30 PM. Fares: \$15 adults, \$10 children (4-12). To order tickets, see September 29 item above.

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 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).

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.



Amtrak's Intercity Business Unit announced on August 8 (my birthday, no less!) that it would respond to a reduction in Congressional funding by redeploying its assets for Fiscal Year 1997. This is a formal way of saying that some routes will gain service while others will lose same. Before we outline the changes (most of which will take effect on November 10, the fall schedule change) in detail, consider the points Amtrak made:

- There will still be a national system
- Many areas will regain daily service
- Passengers won't be inconvenienced by less-than-daily service (except on the Cardinal and Sunset)
- Capacity will be shifted to services with better marketing opportunities
- 131 stations will enjoy increased service, while 42 stations will lose it altogether
- A higher utilization of equipment and assets will be achieved
- Terminal and switching charges will be reduced
- While route miles are reduced, train miles are increased (largely via the new Silver Palm)

Some criteria Amtrak used in reaching its decision were (a) trains with the highest amount of expenses incurred for each revenue dollar earned, (b) trains which would yield the greatest out-of-pocket cash benefits if eliminated, (c) trains with the least potential for mail, express and vacation traffic and (d) trains with relatively poor chances for long-term growth or opportunity to earn a profit.

The above having been stated, the Northeast will get off lightly. The Boston-Albany section of the Lake Shore Limited will be replaced by a bus connection, which will be faster and eliminate the time-consuming and delay-causing fire drill each night at Albany. Negotiations are under way with the Commonwealth of Massachusetts to possibly fund a connecting coach train on this route, with no through cars.

The historic Broadway Limited route returns, although perhaps not in name, to the same route vacated in September 1995, assuming CSX doesn't try to derail this with a court challenge. This will replace the unsatisfactory Three Rivers and its switching drill at Pittsburgh. Schedules loaded into Amtrak's computers indicate the westbound train will leave Philadelphia at 3:10 PM and arrive Chicago 8:00 AM. Eastbound, the Chicago departure will be 9:25 PM, with Philadelphia arrival 3:55 PM the following afternoon.

The Florida market will regain a third train--the Silver Palm. It replaces the old Palmetto as a day train to the Carolinas and Jacksonville. It will then replace the Silver Meteor on the former Seaboard route through Waldo and Ocala to Lakeland and Tampa. After turning, the train will once again pass through Lakeland, in the opposite direction, and operate as an early morning train between Tampa and Miami. The return train is out of Miami in the late afternoon and late evening from Tampa north. The Silver Star will drop its Tampa section and the Silver Meteor will operate via Orlando. There will no longer be switching performed at Jacksonville.

The Silver Palm is expected to depart Philadelphia southbound at 9:47 AM, Tampa at 6:40 AM and reach Miami at 11:45 AM. Northbound, the train will leave Miami 6:30 PM, Tampa 11:50 PM and arrive Philadelphia at 9:08 PM the following night. The Silver Star will run about 90 minutes later than at present, leaving 30th Street at 1:47 PM, reaching Orlando at 11:16 AM and Miami 4:45 PM the next day. Returning, it will run almost two hours earlier, departing Miami 11:30 AM, Orlando 5:00 PM, arriving 30th Street at 2:08 PM the next afternoon. The Silver Meteor will run nearly three hours later than now, departing Philadelphia at 8:37 PM, arriving Orlando 3:54 PM and Miami 9:35 PM the next day. Northbound, the train will operate on a schedule similar to the present one, with a 7:20 AM departure from Miami, 12:51 PM from Orlando and a 7:41 AM arrival at 30th Street the next morning.

All low-level Eastern long-distance trains will be made up of identical "core consists" of two sleepers, a diner, a lounge and four Amfleet II coaches (with a 10-6 sleeper likely as a crew car). This way, consists can be interchanged among trains at points such as New York to save cars. Using this concept, Amtrak should save two sets of low-level equipment. Eighteen trainsets will do the work of 20 as tighter turns will be possible in New York and Chicago. Three spare sets will likely be held at Chicago, Miami and New York, the points where several trains still terminate together.

A change made ahead of the November timetable reissuance is the continuation of full daily Crescent service to New Orleans beyond the planned return to tri-weekly schedules at the end of the Olympics. Also in the south, a three-month experimental Gulf Coast Limited between New Orleans and Mobile has never risen above a two-car base consist and is projected to end its run on September 24. A Superliner coach and snack-coach has been a sufficient consist.

The Silver Star began to carry a Viewliner sleeper to Miami in mid-August. The last Slumbercoaches will be discontinued on September 8. In mid-August, Slumbercoaches 2080, 2081, 2090 and 2093 were noted still operating. Many sister cars have already been retired and offered for sale as noted elsewhere in this column.

Only three baggage-dorms remain in service, but two were bad-ordered and the Lake Shore Limited had to make due with a substitute baggage car and 10-6 sleeper, with baggage-dorm 1617 the only one noted operating.

Outside our area, the Sunset will be cut back from Miami to the Auto Train terminal at Sanford, FL. The westbound days of operation will change soon to improve equipment utilization. The Eagle will be discontinued between Chicago and Texas, to be replaced with a coach train between Chicago and St. Louis. The Empire Builder

## ON THE SCENE (Continued from Page 7)

will resume daily operation between Chicago and the Pacific Northwest, with no "short" Minneapolis train on the "off days". As a result, the tri-weekly Pioneer will be discontinued.

The California Zephyr will again operate daily to Oakland, and the Desert Wind (Salt Lake City-Los Angeles via Las Vegas tri-weekly) is discontinued. Negotiations are under way, however, to establish a Los Angeles-Las Vegas and Seattle-Portland service in place of the discontinued trains. The City of New Orleans will go back to being a daily train again, as well.

To improve equipment utilization, the Southwest Chief consists will operate through to the Capitol Limited (and in reverse) as well as the Empire Builder equipment operating through to the City of New Orleans. By doing this, a complete set of equipment will be saved in each case.

Amtrak has proposed some interesting capital projects, but, of course, funding will be the key. In terms of equipment, the possibilities include (1) overhauling more Heritage diners, (2) converting some 10-6 sleepers to baggage-dorms (the bedrooms would be converted to baggage space, and the private roomettes would be maintained as crew dorm quarters) and (3) converting some former Santa Fe hi-level cars to first class lounges. New equipment could possibly be in store for the San Diegan service, too.

In some Superliner news, 16 Superliner I sleepers had not yet received their lower level showers as of mid-June. A second "super smoker" is in service on the Sunset, with a downstairs smoking room. Car number 31522 is the former 31022. The first "family coach" (downstairs play area) is 34512, formerly 34112, now in Coast Starlight service.

The Glacier Park Grill operated over the summer as a second diner on the Empire Builder. This car offered a limited menu at lower prices as an alternative to the diner. For example, dinner selections included chicken pot pie, cheeseburger, hot turkey sandwich or fettucini.

A six-car IC3 consist (two three-unit sets) was borrowed from Israel. The sets have performed in California service, and were set to go to Colorado from mid-August to mid-September before venturing to Canada.

The Heritage cars assigned to the Adirondack have received their promised names as follows: 7000-Saratoga Springs, 7004-Ticonderoga, 3111-L'Auberge Laurentien, 3126-Adirondack Lodge, 3127-Saratoga Inn, 7602-Albany, 7606-Schenectady, 7611-New York City, 7615-Glens Falls, 7616-Whitehall and 7617-Fort Edward.

The proposed numbers of the 98 new P42 Genesis locomotives will be 1-98, with the first units to be assigned to New Orleans.

Amtrak has offered for sale 21 Heritage fleet baggage-dorms, slumbercoaches and 10-6 sleepers. For the record, the cars were offered for sale on August 23, with bid closing of September 18, 1996, and are at the following sales locations:

<u>Beech Grove, IN</u>		<u>Miami, FL</u>	
1624	baggage-dorm	2050-Monroe Harbor	Slumbercoach
2054-South Haven Harbor	Slumbercoach	2051-Fairport Harbor	Slumbercoach
2055-Toledo Harbor	Slumbercoach	2085-Silver Slumber	Slumbercoach
2087-Loch Ness	Slumbercoach	2092-Loch Arkaig	Slumbercoach
2091-Loch Lochy	Slumbercoach	2094-Silver Rest	Slumbercoach
2095-Silver Repose	Slumbercoach	2444	10-6 sleeper
2096-Slumberland	Slumbercoach		
2476-Sarasota	10-6 sleeper	<u>New Orleans, LA</u>	
2917-Pacific Island	10-6 sleeper	2986-Pine Mesa	10-6 sleeper
2997-Pine Ridge	10-6 sleeper	2988-Pine Dale	10-6 sleeper
		2082-Loch Rannoch	Slumbercoach
<u>Tampa, FL</u>			
2439-Pacific Lodge	10-6 sleeper		
2475-Miami	10-6 sleeper		

President Bill Clinton traveled to Chicago aboard a chartered Amtrak campaign train, leaving Huntington, WV on Sunday, August 25 and arriving in Michigan City, IN on Wednesday, August 28. Three Genesis units, believed to be 817, 825 and 838, powered the train, which was to include Superliners 32118, 38066, 34048, 34089, 34132, 34133, 35002, 38063, 33029, 33044 and 39042 (many of them the newest Superliner II's), and private varnish M-K-T 403 and Georgia 300.

VIA Rail Canada's summer program was the first since the full conversion to head-end power. The rebuilding of 33 former American coaches has been completed. Montreal got four coaches and Toronto the other 22. The seven VIA 1 cars are split between Toronto (four) and the Skeena, where three cars operate between Jasper and Prince Rupert.

Certainly, the summer Canadian has set a modern-day record with 11 sleepers and a sleeper-observation totaling some 250 beds. Apart from the regular diner, a second Skyline dome car is dedicated to first-class passengers. Even so, at least three seatings are needed for each meal.

The only "classic" VIA cars operate in northern Manitoba on mixed trains. Coach 5649, combines 7201 and 7209 and baggage 9631 and "Canadian Flyer" coach 5186 are the survivors. The 13 remaining FP9's are being rebuilt with HEP capability and will be restored to service on the lighter "up-country" trains like the Hudson Bay, Abitibi and Saguenay.

The Long Island once again operated its famous East End parlor service to the Hamptons and Montauk. Twelve cars are available and half of these are sent out on the Cannon Ball alone, and three others ran on the 2:17 PM earlier train from Jamaica. This will likely be the final season for many of the locomotives and coaches, since new equipment is on order. Moreover, Jamaica station is being modernized, so there are no elevators, rest rooms or snack bar facilities for the next year or so.



# MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS

(Part II)

(Corrected to July 15, 1996)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER / NUMBER
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LUZERNE & SUSQUEHANNA RAILWAY (LS), Pittston, PA

30	B-B	SW1	D/E	EMD	1953	Boston & Maine (Guilford) 1406
1216	B-B	SW1200RS	D/E	GMD	1956	Canadian National 1216

MARYLAND & DELAWARE RAILROAD (MDDE), Federalsburg, MD (Note 1)

3	0-6-OT		Steam	Vulcan	1943	Wilmington & Western 3 (Note 2)
19	B-B	T6	D/E	Alco	1958	Delaware Coast Line 19
23	B-B	RS1	D/E	Alco	1954	DCLR 23 (Note 3)
1201	B-B	RS3M	D/E	Alco	1952	Conrail 9999
1202	B-B	RS3M	D/E	Alco	1950	Conrail 9926
1203	B-B	RS3M	D/E	Alco	1952	Conrail 9942
2628	B-B	CF7	D/E	EMD	1946	Santa Fe 2628 (F3A 20C)
2630	B-B	CF7	D/E	EMD	1946	Santa Fe 2630 (F3A 18C)

Note 1: Locomotives also based at Georgetown, Milton, Selbyville, DE and Massey, MD

Note 2: Owned by Queen Anne's Railroad, \* Lewes, DE

Note 3: Owned by Delaware Coast Line Railroad

MARYLAND & PENNSYLVANIA RAILROAD (MPA), York, PA

82	B-B	SW9	D/E	EMD	1951	
84	B-B	SW9	D/E	EMD	1952	Pittsburgh & Lake Erie 8952
1502	B-B	CF7	D/E	EMD	1950	Santa Fe 2426 (F7A 330L)
1504	B-B	CF7	D/E	EMD	1951	Santa Fe 2425 (F7A 261L)
1506	B-B	GP7	D/E	EMD	1953	Reading 621 (ex-MPA 86)

MARYLAND MIDLAND RAILWAY (MMID), Union Bridge, MD

82	B-B	F9PH	D/E	EMD	1952	MARC 82 (Note)
84	B-B	F9PH	D/E	EMD	1948	MARC 84 (Note)
200-202	B-B	GP9	D/E	EMD	1957	Norfolk & Western 793 (ex-MMID 793), 794 (ex-MMID 794), 812 (ex-MMID 812)
300-302	B-B	GP38	D/E	EMD	1967	CSX 2031, 2092, 2016

Note: Owned by Washington Central Railroad

MARYLAND MASS TRANSIT ADMINISTRATION (MARC), Baltimore, MD (Note 1)

51	B-B	GP40WH-2**	D/E	EMD	1971	CSX 6590 (Note 2)
52-53	B-B	GP40WH-2**	D/E	EMD	1970	CSX 6518, 6786 (Note 2)
54	B-B	GP40WH-2**	D/E	EMD	1967	Kansas City Southern 793 (Note 2)
55	B-B	GP40WH-2**	D/E	EMD	1968	KCS 4754 (Note 2)
56	B-B	GP40WH-2**	D/E	EMD	1967	KCS 777 (Note 2)
57-58	B-B	GP40WH-2**	D/E	EMD	1968	KCS 766, 768 (Note 2)
59	B-B	GP40WH-2**	D/E	EMD	1967	S00 4602 (Note 2)
60	B-B	GP40WH-2**	D/E	EMD	1968	KCS 771 (Note 2)
61-63	B-B	GP40WH-2**	D/E	EMD	1966	S00 4612, CSX 6679, 6682 (Note 2)
64-65	B-B	GP40WH-2**	D/E	EMD	1967	KCS 790, 791 (Note 2)
66	B-B	GP40WH-2**	D/E	EMD	1971	CSX 6637 (Note 2)
67-68	B-B	GP40WH-2**	D/E	EMD	1968	Conrail 3198 (ex-MARC 30), Conrail 3205 (ex-MARC 31) (Note 3)
69	B-B	GP40WH-2**	D/E	EMD	1967	Conrail 3051 (ex-MARC 32) (Note 3)
70-71	B-B	GP39H-2**	D/E	EMD	1967	Conrail 3062, 3066 (Note 4)
72	B-B	GP39H-2**	D/E	EMD	1968	Conrail 3243 (Note 4)
73-74	B-B	GP39H-2**	D/E	EMD	1966	B&O 3703, 3710 (Note 4)
75	B-B	GP39H-2**	D/E	EMD	1968	Milwaukee 2050 (Note 4)
91-92	A1A-A1A	E9CH**	D/E	EMD	1953	Metra/Burlington Northern 9907, 9908 (ex-MARC 67, 68)
4900-4903	B-B	AEM-7**	Elec	EMD	1986	
7100	B-B	APCU**	D/E	EMD	1951	B&O 4553 (F7A) (Note 5)

Note 1: Locomotives also based at Brunswick, MD

Note 2: Rebuilt by MK Rail 1994 from GP40's

Note 3: Rebuilt by Morrison Knudsen 1987-88 from GP40's

Note 4: Rebuilt by MK Rail 1995 from GP40's

Note 5: Rebuilt by Morrison Knudsen to auxiliary power control unit (head-end power only)

\*\* - Equipped with head-end power

MIDDLETOWN & HUMMELSTOWN RAILROAD (MIDH), Middletown, PA

1	B-B	65-ton	D/E	GE	1941	U. S. Army 7272
2	B-B	65-ton	D/E	GE	1955	Standard Slag & Stone 46
91	2-6-0		Steam	CLC	1910	Canadian National 91
1016	B-B	T6	D/E	Alco	1969	McKeesport Connecting 1016

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

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<b>MORRISTOWN &amp; ERIE RAILWAY (ME), Morristown, NJ (Note 1)</b>						
16-17	B-B	C430	D/E	Alco	1967	Conrail 2054, 2053
18-19	B-B	C424	D/E	Alco	1964	Toledo, Peoria & Western 800, 801
20	B-B	SW1500	D/E	EMD	1966	CSX 1315
492	B-B	RS3	D/E	Alco	1952	Reading 492 (Note 2)
576	B-B	F7A	D/E	EMD	1949	NJ Transit 417 (Note 2)
578	B-B	F7A	D/E	EMD	1949	NJT 428 (Note 2)
Note 1: Locomotives also based at Bayway, Whippany, NJ						
Note 2: Owned by United Railroad Historical Society						
<b>NDC RAILROAD (NDCR), Northampton, PA</b>						
51	B-B	S6	D/E	BLW	1941	Upper Merion & Plymouth 51 (Note)
99	B-B	RS3M	D/E	Alco	1950	Conrail 9938
101	B-B	S6	D/E	Alco	1956	UM&P 101 (Note)
Note: Rebuilt by Alco from V0660						
<b>NEW HOPE &amp; IVYLAND RAIL ROAD (NHRR), New Hope, PA (Note 1)</b>						
11	B-B	V0660	D/E	BLW	1945	Warner Company 11 (Note 2)
40	2-8-0		Steam	BLW	1925	Cliffside 40
204	B-B	RS3	D/E	Alco	1950	Lehigh & Hudson River 4
614	4-8-4	J3A	Steam	Lima	1948	Chesapeake & Ohio 614 (Note 3)
1513	A1A-A1A	RSC2	D/E	Alco	1949	Seaboard Coast Line 1102 (Note 4)
2198	B-B	GP30	D/E	EMD	1963	Conrail 2198 (Note 4)
3028	4-8-4	QR-1	Steam	Alco	1946	National Railways of Mexico 3028 (Note 5)
9423	B-B	SW1	D/E	EMD	1950	Amtrak 739 (Note 4)
Note 1: Locomotive also based at Wycombe, PA						
Note 2: Owned by New Hope Steam Railway						
Note 3: Owned by private individual						
Note 4: Leased from AF Industries						
Note 5: Leased from Great Northeastern Railroad Foundation						
<b>NEW JERSEY TRANSIT RAIL OPERATIONS (NJT), Kearny, NJ (Note 1)</b>						
500	B-B	SW1500	D/E	EMD	1970	Pittsburgh & Lake Erie 1570
501-503	B-B	SW1500	D/E	EMD	1972	P&LE 1547, 1546, Southern Pacific 2675
834	A1A-A1A	E8A**	D/E	EMD	1953	Penn Central 4323(4076)(ex-NJT 4323) (Note 2)
835	A1A-A1A	E8A	D/E	EMD	1952	PC 4248 (ex-NJT 4248) (Note 2)
958-960	C-C	E60CP**	Elec	GE	1975	Amtrak 958-960
963	C-C	E60CP**	Elec	GE	1975	Amtrak 963
967	C-C	E60CP**	Elec	GE	1975	Amtrak 967
973	C-C	E60CP**	Elec	GE	1975	Amtrak 973
4100-4112	B-B	GP40PH-2**	D/E	EMD	1968	Central of New Jersey 3681, 3672, 3675, 3676, 3682, 3679, 3671, 3680, 3683, 3677, 3673, 3674, 3678 (ex-NJT 4110, 4101, 4104, 4105, 4111, 4108, 4100, 4109, 4112, 4106, 4102, 4103, 4107)
4113-4129	B-B	F40PH-2**	D/E	EMD	1981	
4130-4137	B-B	GP40FH-2**	D/E	EMD	1967	Conrail 3058, 3061, 3064, 3067, 3068, 3070, 3071, 3078 (Note 3)
4138-4139	B-B	GP40FH-2**	D/E	EMD	1969	Rock Island 384, 389 (Note 3)
4140	B-B	GP40FH-2**	D/E	EMD	1966	Missouri Pacific 606 (Note 3)
4141	B-B	GP40FH-2**	D/E	EMD	1970	Union Pacific 646 (Note 3)
4142	B-B	GP40FH-2**	D/E	EMD	1968	Milwaukee 2055 (Note 3)
4143-4144	B-B	GP40FH-2**	D/E	EMD	1966	RI 361, UP 614 (Note 3)
4145-4146	B-B	GP40PH-2**	D/E	EMD	1971	CSX 6607, 6836 (Note 4)
4147	B-B	GP40PH-2**	D/E	EMD	1968	KCS 4751 (Note 4)
4148	B-B	GP40PH-2**	D/E	EMD	1967	CSX 6822 (Note 4)
4149-4150	B-B	GP40PH-2**	D/E	EMD	1968	KCS 762, 763 (Note 4)
4200	B-B	GP40PH-2B**	D/E	EMD	1968	Conrail 3206 (Note 5)
4201	B-B	GP40PH-2B**	D/E	EMD	1967	Conrail 3053 (Note 5)
4202	B-B	GP40PH-2B**	D/E	EMD	1965	Conrail 3006 (Note 5)
4203	B-B	GP40PH-2B**	D/E	EMD	1968	Conrail 3222 (Note 5)
4204-4205	B-B	GP40PH-2B**	D/E	EMD	1969	Conrail 3262, 3263 (Note 5)
4206	B-B	GP40PH-2B**	D/E	EMD	1968	Conrail 3220 (Note 5)
4207	B-B	GP40PH-2B**	D/E	EMD	1965	Conrail 3005 (Note 5)
4208-4211	B-B	GP40PH-2B**	D/E	EMD	1968	Conrail 3191, 3223, 3182, 3192 (Note 5)
4212-4214	B-B	GP40PH-2B**	D/E	EMD	1969	Conrail 3272, 3274, 3265 (Note 5)
4215	B-B	GP40PH-2B**	D/E	EMD	1965	Conrail 3009 (Note 5)
4216-4218	B-B	GP40PH-2B**	D/E	EMD	1968	Conrail 3204, 3218, 3199 (Note 5)

(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

NEW JERSEY TRANSIT RAIL OPERATIONS (Kearny, NJ) (Continued from Page 10)

4300-4302	B-B	GP40-2	D/E	EMD	1968	Conrail 3189, 3196, 3197 (Note 6)
4303	B-B	GP40-2	D/E	EMD	1965	Conrail 3008 (Note 6)
4400-4412	B-B	ALP-44**	Elec	ABB	1990	
4413-4414	B-B	ALP-44**	Elec	ABB	1991	
4415-4419	B-B	ALP-44**	Elec	ABB	1995	
4420-4422	B-B	ALP-44**	Elec	ADT	1996	
4877	2-C+C-2	GG1	Elec	Altoona	1939	PC 4877

[METRO-NORTH RAILROAD LOCOMOTIVES IN NJ TRANSIT SERVICE]

4184-4189	B-B	GP40FH-2**	D/E	EMD	1966	Union Pacific 610, 612, 604, 615, 629, 626 (Note 7)
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4190	B-B	GP40PH-2**	D/E	EMD	1969	Conrail 3273 (Note 8)
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Note 1: Locomotives also based at Atlantic City, Bay Head, Dover, Hoboken, Long Branch, Raritan, NJ; Suffern, NY; Philadelphia, PA

Note 2: Painted in Erie colors

Note 3: Rebuilt by Morrison Knudsen 1978-89 from GP40's with F45 components

Note 4: Rebuilt by Morrison Knudsen 1992-93 from GP40's

Note 5: Rebuilt by Conrail 1993-94 from GP40's

Note 6: Rebuilt by Conrail 1995 from GP40's

Note 7: Rebuilt by Morrison Knudsen from GP40's

Note 8: Rebuilt by Conrail from GP40

\*\* - Equipped with head-end power

NEW YORK REGIONAL RAIL (NYRR), New York, NY (Notes 1, 2)

11	B-B	S4	D/E	Alco	1951	Massena Terminal 11
21-22	B-B	S1	D/E	Alco	1947	Brooklyn Eastern District Terminal 21, 22
25	B-B	S1	D/E	Alco	1946	BEDT 25
58	B-B	NW2	D/E	EMD	1946	New York Dock 58
59	B-B	NW2	D/E	EMD	1947	NYD 59

Note 1: Former New York Cross Harbor Railroad

Note 2: Locomotive also based at Jersey City (Greenville), NJ

NEW YORK, SUSQUEHANNA & WESTERN RAILWAY (NYSW), Ridgefield Park, NJ (Notes 1, 2)

M-1	Railcar	RDC-1	D/M	Budd	1950	NJ DOT 558 (Note 3)
M-5	Railcar	RDC-1	D/M	Budd	1952	Metro-North Commuter 18
M-6	Railcar	RDC-1	D/M	Budd	1953	MNCR 11
M-7	Railcar	RDC-1	D/M	Budd	1953	MNCR 43
M-8	Railcar	RDC-1	D/M	Budd	1953	MNCR 65
116	B-B	NW2	D/E	EMD	1948	Conrail 9264 (Note 4)
120	B-B	SW9	D/E	EMD	1953	Chesapeake & Ohio 5091
142	2-8-2	SY	Steam	Tangshan	1989	Valley 1647
253	B-B	GP40	D/E	EMD	1966	Conrail Leasing 253
1800	B-B	GP18	D/E	EMD	1962	
1802	B-B	GP18	D/E	EMD	1962	
1804	B-B	GP18	D/E	EMD	1962	
2012	B-B	GP38	D/E	EMD	1966	Baltimore & Ohio 3800
2400	A1A-A1A	E9A	D/E	EMD	1954	Metra/Burlington Northern 9921
2402	A1A-A1A	E9A	D/E	EMD	1955	Metra/BN 9915
3000	B-B	C430	D/E	Alco	1967	Conrail 2050
3006	B-B	C430	D/E	Alco	1967	Conrail 2056
3040	B-B	GP40	D/E	EMD	1970	Conrail Leasing 256
3612	C-C	SD45	D/E	EMD	1970	Burlington Northern 6480
3614	C-C	SD45	D/E	EMD	1970	BN 6486
3618	C-C	SD45	D/E	EMD	1971	BN 6500
3634	C-C	SD45	D/E	EMD	1971	BN 6542
3636	C-C	F45	D/E	EMD	1971	BN 6640
4002	B-B	B40-8	D/E	GE	1988	
4004	B-B	B40-8	D/E	GE	1988	
4006	B-B	B40-8	D/E	GE	1988	
4008	B-B	B40-8	D/E	GE	1988	
4050	C-C	SD70M	D/E	EMD	1995	
4052	C-C	SD70M	D/E	EMD	1995	
4054	C-C	SD70M	D/E	EMD	1995	

Note 1: Includes Central New York Railroad (CNYK)

Note 2: Locomotives also based at Binghamton, Syracuse and Utica, NY, Passaic Junction, NJ

Note 3: Leased by NYS&W Technical & Historical Society from United Railroad Historical Society

Note 4: Owned by private individual

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

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

PHILADELPHIA EXPRESS (Continued from Page 4)

READING, BLUE MOUNTAIN & NORTHERN RAILROAD assumed ownership of CONRAIL's ex-Lehigh Valley mainline between M&H Junction (Penn Haven) and Mehoopany, PA (83 miles), effective August 20. RBM&N also purchased the out-of-service #1 track between Packerton and M&H Junction (ten miles), doubling the size of its system..... RBM&N is acquiring five more U23B units from CONRAIL's Juniata shop. One of them, #2395 (ex-CR #2780), is painted in a blue-and-white "Conrail Express" scheme advertising Conrail's new partnership with shortlines..... SMS RAIL SERVICE has painted its ex-TRONA Baldwin AS616 locomotive #554 in a Reading-style green-and-yellow livery, but lettered "Penn Jersey" for SMS's in-plant switching operation at the Fairless Works near Morrisville where the 554 will eventually work.....EAST PENN has painted two leased ex-Reading Blueliner cars into a green scheme for its planned tourist line out of Kutztown. They have received their original Reading MU numbers (838 and 879).....NORTHERN CENTRAL RAILWAY is using first-class cars Northern Lights (observation), Imperial Sands and Catalpa Falls on its dinner trains (not Blue Ridge as stated last month).....Congressman Joseph McDade of Scranton, who is largely responsible for the expansion of Steamtown, was acquitted of Federal corruption charges last month.

That well-known authority on the Reading Railroad, retired Conductor Bob Linden of Lansdale, was profiled in the Daily News on July 22. Linden says he "loved every minute" working on the railroad, and always had his camera with him. He even "traveled on the Reading in my mother's womb--we went shopping in Philadelphia every Saturday".....Don't be fooled by the title of the new British movie "Trainspotting," because it actually deals with drug addicts. According to Senior VP Les Dean, "trainspotter" has become a general term in England for a "geek" with absolutely no life....."C'mon and Ride It" is the title of a pop music smash this summer by Miami's Quad City group. The song refers to a train and, the Daily News reports, has spawned a new disco craze.....Member Larry DeYoung, now a rail consultant, penned the article "David vs. Goliath" on shortlines in the September issue of Trains.....The City of Pottsville is seeking Federal funds to replace about 2,000 feet of track to the old Reading depot on Union Street, which CONRAIL removed a decade ago.

CSX has ordered 55 additional AC4400 locomotives from General Electric, bringing its roster of 4,400-hp AC-drive units to 253. The number slots are 1-173 and 201-280, the latter with steerable trucks. CSX also ordered 25 SD70MAC's from EMD, its first units from that builder since 1989 (Lake Shore Timetable).....Three CSX locomotives were destroyed in a head-on collision August 20 near Smithfield, WV. One of them was almost new AC unit #23 (Bull Sheet).....CP RAIL SYSTEM has announced a plan to sell or abandon almost 4,000 miles of track in the U.S. and Canada, one fourth of its network. About 1,000 miles are in its eastern region, known as the ST. LAWRENCE & HUDSON (Traffic World).....CP RAIL is considering a name change--back to "Canadian Pacific".....CONRAIL has sold 38 miles of railroad in the Williamsport, PA area and 11 miles near Lewistown to the SEDA-COG Joint Rail Authority. These segments are now operated by the LYCOMING VALLEY and JUNIATA VALLEY RAILROADS respectively, managed by Shortline Entrepreneur Richard Robey. SEDA-COG will also upgrade the former Pennsy Bald Eagle branch between Tyrone and Lock Haven for use by Conrail coal trains. This line is run by Robey's NITTANY & BALD EAGLE (Form D).

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