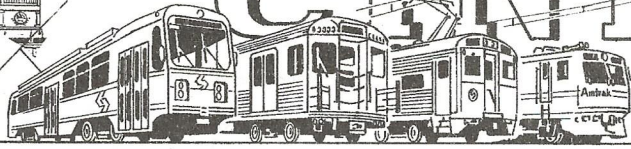




CINDERS



DECEMBER 1998

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Volume 59 Newsletter of the Number 11

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

Holiday Greetings

Once again the Holiday Season is here and we are planning to spend time with family and friends. We also are reflecting on the events of 1998 and anticipating 1999!

While we each prepare for our Holiday traditions let us take time to reflect on how we have helped one another and our Chapter in the preservation of rail history during 1998. Just think, when we participate in rail related events with friends, we are helping them and ourselves to preserve rail history, acquire knowledge, make new friends and have fun! The events may be a National Convention, fan trip on a local shortline, mainline extravaganza or spending a day at your favorite photo location(s). Assisting our Chapter at one of its many endeavors during the course of the year is also a way to help preserve rail history, acquire knowledge, make new friends and have fun! Take your pick from several: volunteering at a transportation festival or train show, spending a day with the FP7's, becoming a member of a Chapter committee, suggesting creative methods of fund-raising and the list goes on.

We have a talented, knowledgeable membership that is proud of our tradition of being in the forefront of rail history preservation. So, I challenge each of you to think of ways in which you can help OUR Chapter to continue preserving rail history in 1999.

The officers of Philadelphia Chapter join in extending to you and your families every wish for a Safe and Joyous Holiday Season! We thank all who helped make 1998 a success and look forward to continuing to make and preserve history in 1999!

DOUGLAS W. WATTS
President

Model Train Drawing Set for December 15

Tickets may still be purchased on the "0"-gauge Reading model train set priced at \$499.99 and the Reading "HO"-scale passenger train with a retail value of \$149.99. Donated to Philadelphia Chapter by Boscov's Department Stores, these custom-produced attractive trainsets will go to the winners of a raffle drawing to be held December 15 at a Boscov's location, with a store executive officiating. Treasurer Charlie Van Reed is handling these arrangements.

The "0"-gauge train features a Reading GP39-2 model, four hopper cars, a double-door boxcar, a work service gondola trailed by a Reading extended vision caboose. The "HO" train includes a Reading 2-8-0 steam locomotive, combine, coach and observation car.

All Chapter members have received six raffle tickets which may be purchased for \$25 (or \$5 for individual tickets). Chances will also be available at the December 11 Chapter meeting and at the Greenberg's Train Show in Fort Washington on December 12-13. Proceeds of the raffle will go to help support the Chapter's ongoing project to upgrade ex-Reading FP7 locomotive #903, and all members are urged to participate with the opportunity to win one of these beautiful model sets.

SEPTA "Holiday Trolley" Set for Center City

Once again this year, SEPTA and the City will sponsor "Holiday Trolley" service on the Center City Welcome Line loop from November 27 to December 27. To be operated with two PCC cars and one Kawasaki LRV, the service will run on weekends only (plus Friday, November 27).

Cars will leave the boarding area on 12th Street south of Arch every 20 minutes, operating south to Bainbridge Street, then north on 11th to Noble. No fares will be charged.

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

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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Eakins Lounge, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner at 6:15 PM (\$19.00 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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MEETING NOTICE:

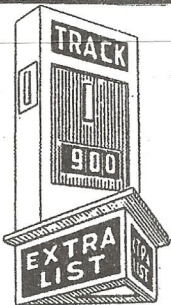
FRIDAY EVENING, DECEMBER 11, 1998

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

Dinner at 6:15 PM (\$19.00 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 December meeting will be held on the second Friday of December, and will be located in the Faculty Club of the Thomas Jefferson Alumni Hall. The program will feature Chapter Member Paul Kutta, who will present a narrated slide lecture entitled "From Moscow to Hong Kong". This interesting international program, combined with Paul's commentary, should provide an unusual evening of entertainment to close out 1998!

The evening begins with our usual sit-down dinner in the Faculty Club, Alumni Hall, Thomas Jefferson University, at a cost of \$19.00 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, DECEMBER 8, 1998 to Dinner Chairman Bill Gardiner at 215-632-7016. This is a STRICT DEADLINE, and you MUST specify when ordering if you desire a fish dinner. Please call BILL GARDINER to make this reservation. Join us, please, on December 11 as we journey to Russia and Hong Kong for a look at rail activity.



DECEMBER 4-6, 1998: "'Westy' the Snowman Express" Christmas season specials on West Chester Railroad from West Chester to Glen Mills, PA and return. Trains leave Market Street station, West Chester, at 11 AM, 1 and 3 PM. Fares: \$9 adults, \$5 children (2-12). For information, telephone 610-430-2233. Excursions will be repeated on December 12-13 and 19-20.

DECEMBER 5-6: SEPTA "Holiday Trolley" operates on center city loop every 20 minutes 10 AM-5 PM, using PCC and Kawasaki cars from boarding area at 12th & Arch Streets. Ride is free. Trolleys will also operate on weekends of December 12-13, 19-20, 26-27.

DECEMBER 5-6: Open house at Cheltenham Hills Model Railroad Club's large HO-scale layout, 8000 Old York Road, Elkins Park, PA, 12 Noon-5 PM. Admission free. For information, telephone 215-635-9747. Open house will be repeated January 9-10, 1999.

DECEMBER 5-6: Open house at GATSMELines model railroad, New Horizons Montessori School, Prospect & Madison Avenues, Fort Washington, PA, 12 Noon-4 PM. Admission by donation. For information, telephone 215-646-2033. Open house will be repeated January 9-10 and 16-17, 1999.

DECEMBER 5-6: 7th annual Holiday Train Show & Sale in Ocean City, NJ at the historic Music Pier on the Boardwalk & Moorlyn Terrace. Running displays, model trains of all gauges, buy, sell, trade. Parking available. Admission: \$3 adults, \$1 children. Show Hours: Sat., 10 AM-5 PM, Sun.: 11 AM-4 PM. For information call 609-525-9300.

DECEMBER 12: "Home for the Holidays" exhibition at Railroad Museum of Pennsylvania, Route 741, Strasburg, PA, 1:00-4:00 PM. Experience 100 years of holiday rail travel from the 1850's to the 1950's Regular Museum admission charge applies: \$6.00 adults (\$5.50 seniors over 60), \$4.00 children (2-12), \$16.00 family. For information, telephone 717-687-8628.

DECEMBER 12-13: 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 (2-12), with each ticket good both days. For information, telephone 410-795-7447 or visit Greenberg's web site at www.greenbergshows.com. Philadelphia Chapter will be represented with a sales table.

DECEMBER 12, 1998-JANUARY 31, 1999: "The Trains of Christmas" show, featuring O-gauge Christmas layout in a snow scene with model steam and diesel passenger and freight trains on two levels. Other layouts and gauges also in operation. Railroad artifacts, photos and gift shop on site. Show is open ONLY on Friday, Saturday and Sunday, 1:00 PM-5:00 PM. Admission: \$3.00 adults, 50¢ children 12 and under. Hagerstown Roundhouse Museum, 300 South Burhans Blvd (U.S. Route 11), Hagerstown, MD. For information, telephone 301-739-4665.

THROUGH JANUARY 9, 1999: "Magical Holiday" winter garden railway display at concourse level, 1234 Market Street, Philadelphia, sponsored by SEPTA and Morris Arboretum of University of Pennsylvania. Hours: Monday-Friday, 10 AM-7 PM, Saturday 10 AM-6 PM, Sunday 12 Noon-5 PM through January 3 (closed Christmas and New Year's Days). January 4-9, Monday-Saturday 10 AM-5 PM. Admission free.

(Continued on Page 12)

PHILADELPHIA

EXPRESS



FRANK G. TATNALL, JR.

In early October, SEPTA's Railroad Division began its annual struggle against slippery rails, mounting a three-pronged campaign against those pesky fall leaves. In addition to the traditional sanding method, SEPTA is using rail scrubbers and the newly-developed technique of depositing a layer of special gel on the railheads in particularly troublesome areas. The work is necessary because none of SEPTA's MU cars is equipped with sanders.....The 138 tower operators and clerks on the Railroad Division represented by the Transportation Communications International Union have ratified a new three-year contract with SEPTA. The contract calls for annual three-percent pay increases and a new zero-tolerance drug and alcohol policy.

In line with past practice, SEPTA issued new timetables for all Regional Rail lines effective November 8, two weeks after Daylight Saving Time ended. The schedules also boast new photos on the cover panels: Silverliner IV #394 on several and AEM-7 #2307 on the R5-Paoli-Downingtown and R7 issues. The R6 timetable features photos of the original ground-level station at Manayunk and SEPTA's current station, which according to the *Inquirer* is being developed into a restaurant.....With the completion of major work on the Cresson Street viaduct in Manayunk, the R6 "Schuylkill Flyer" express resumed operation last month.....The new Trax Cafe is open in the Ambler station.

Two of the five surviving ex-Pennsy Pioneer III MU's, retired several years ago by SEPTA, have gone to the Railroad Museum of Pennsylvania at Strasburg. Cars #246 and 247 were delivered to the STRASBURG RAIL ROAD by SEPTA SW1200 #50 on October 29. The three other cars await disposition at Wayne Junction.....SEPTA's ten new Bombardier push-pull coaches will be numbered 2550-2559, and are due for delivery next year.....Since SEPTA began running push-pull sets on Media-Elwyn trains 9340 and 9365 in September, the line ALP-44 locomotive #2308 has often appeared on the trains.....SEPTA issued a poster touting its joint monthly fares with NJ TRANSIT, but the illustration used is that of an AMTRAK turbotrain.....The project that forced Doylestown Line

passengers to use buses during midday hours finally ended last month. Crews replaced ties, surfaced the track and cut back trees and brush in the summer-long project.....Gerry Williams in *Railpace* reports that SEPTA, AMTRAK and City police staged a major safety blitz at Overbrook station on October 1. This station is the scene of flagrant jaywalking across the dangerous four-track mainline by passengers, residents and school children.....A 50-year-old Conshohocken man lying on the tracks near the Fayette Street station was struck by a Norristown-bound R6 train on November 12. He later died.



SEPTA and its consultant, Urban Engineers, have completed a feasibility study for extending the Route 100 Norristown High Speed Line to the King of Prussia Mall and to Port Kennedy, where a connection would be made with the proposed Schuylkill Valley Metro (see October *Cinders*). The preferred routing would diverge from the present Route 100 Hughes Park station and follow the former Reading Chester Valley branch right-of-way, then turn to pass through a residential neighborhood, cross U.S. 202 on a viaduct to the mall area and traverse the King of Prussia Industrial Park to a new terminal on the Schuylkill River, a half-mile east of the former Port Kennedy rail station. Construction cost for the 4.5-mile line is estimated at \$117 million with service to begin by 2006. Another proposed alignment alongside the Pennsylvania Turnpike from Hughes Park to near the mall also is under consideration. SEPTA already has sufficient cars to cover the new service. The next step is to have a major investment study and draft environmental impact statement produced, in order to make the project eligible for Federal funding. This will be combined with a similar study for the Schuylkill Valley Metro, which would create a 62-mile light rail or commuter rail line between Philadelphia and Reading. Uncle Sam has already promised \$75 million for the Schuylkill project.

SEPTA in October released its annual report for 1997. The 46-page document contains many color photos and a welter of statistics.....SEPTA has launched a \$3-million advertising campaign designed to rebuild ridership after the disastrous strike earlier this year. The tag line of the campaign is: "SEPTA: Serious about change".....Last month's announcement that the Republican Party convention will be coming to Philadelphia in July 2000 has inspired much discussion about how the City can improve its image as it welcomes the thousands of free-spending delegates. No doubt SEPTA will receive some extra funding--and be under pressure--to spruce up its stations and equipment for the big event. Already, there's talk of the need to beautify the dreary City Hall station of the Broad Street subway, which may be used by some delegates to reach the First Union Center in South Philadelphia where much of the convention business will be done, including nomination of a presidential candidate. "We plan to roll out the red carpet for the Republicans," Assistant General Manager Stephan Rosenfeld told the *Daily News*.

Again this year, SEPTA will operate its "Holiday Trolley" service on the center city loop, using two PCC's and a Kawasaki (see "Extra List"). The cars will run weekends only through December 27, and this year the rides are free!.....SEPTA planned to run six "Santa Express" trains to center city on "Black Friday," November 27, originating at Paoli and Chestnut Hill West on Regional Rail and at Fern Rock, Pattison, 69th Street and

PHILADELPHIA EXPRESS (Continued from Page 3)

Frankford on the subway-e1 system.....Early on November 20, an intoxicated motorist managed to drive his Jeep Cherokee into the trolley subway from the 40th Street portal to near 36th Street. The errant driver was arrested and his vehicle pulled out by a work car (Bill Thomas).....The Inquirer reports that SEPTA is wrestling with the question of whether to spend more than \$500,000 to modify its ticket-vending machines to accept the brand-new \$20 bills.

After months of delay, the SEPTA board on October 30 approved the new three-year contract with Transport Workers Union Local 234, officially ending a labor dispute which caused a 40-day shutdown of all City Transit Division and Frontier District services. For months, the parties had haggled over the final wording of the verbal agreement which ended the strike on July 10, especially the provisions regarding part-time drivers and changes to the workers compensation package. SEPTA projects savings of \$18 million over the life of the contract, while union members will receive annual three-percent pay increases plus improved retirement and pension benefits.

A power failure on the Market Street e1 November 16 shut down the busy line during the entire morning rush hour, forcing SEPTA to put 60 shuttle buses into service between 69th Street and 30th Street. Numerous traffic jams around 30th Street created further delay for frustrated commuters--just what SEPTA does not need as it tries to lure back riders after last summer's strike. The power had been shut down over the weekend to allow work to proceed on the third rail as part of a general upgrading of the line for the fleet of new subway-e1 cars, but when crews tried to switch on the power at 2 AM Monday morning there were multiple outages. Service was not restored until 11:32 AM.....An old press release has come to our attention, which begins with the following: "Philadelphians had their first rides in the shiny, stainless-steel subway cars of the Market-Frankford Line (when) the first train, bedecked with bunting and carrying more than 500 prominent citizens, left the PTC terminal in Frankford at 11:33 AM on July 7, 1960". Oddly enough, SEPTA's current Market-Frankford timetable dated June 7, 1998 still carries a drawing of the old Budd cars on its front panel.

SEPTA has ordered 200 new 40-foot low-floor buses from New Flyer for \$52.6 million, as part of its Fiscal Year 1999 program to acquire 355 buses this year. Also planned are 155 60-foot articulated units..... SEPTA will award ADtranz a \$19-million contract for a new radio-based train control system in the center-city trolley subway. Originally, this contract was intended to settle SEPTA's liquidated damages claim for late delivery of the new Market-Frankford cars and their excess weight, but the Federal Transit Administration ordered the procurement to be put out for competitive bid.....As they are retired, SEPTA has agreed to sell its Budd subway-e1 cars to Harvey Grey, Inc. of Newtown, PA. Cars 617, 625, 628, 629 and 632 will be retained for revenue collection duties.....Looking for unusual holiday gifts? Try SEPTA's Transit Museum Store at 1234 Market Street.

A "Magical Holiday" garden railroad is now operating on the concourse level of SEPTA's 1234 Market Street building. It was borrowed from the Morris Arboretum in Chestnut Hill and cost SEPTA \$19,000 to assemble, the Daily News reports, although the buildings and equipment were loaned free of charge. One four-car train is drawn by a model Alco FA locomotive and contains a dome car labeled "SEPTA".....SEPTA had published schedules effective November 30, 1998 to replace the little-used Fox Chase-Newtown shuttle bus with two privatized rush-hour-only bus routes, the 301 Newtown-Bethayres and the 302 Southampton-Fox Chase. They are intended to be operated with 25-passenger "cutaway" buses.....A Federal judge last summer threw out a lawsuit by five women who were rejected for transit police jobs. They had claimed that the running test discriminated against women because it was the same test administered to male candidates.....October 14 marked the 75th anniversary of trackless trolley service in Philadelphia, which boasted America's pioneer trolleybus operation.

As part of the \$500-billion Omnibus Appropriations bill which Congress approved in October and President Clinton signed, AMTRAK received \$609 million in capital funding for Fiscal Year 1999. In spite of prolonged wrangling in Congress and the usual threats to cut off all money for Amtrak, the railroad received nearly all of what it had requested. Although defined as capital, much of the Federal funding can be applied toward heavy maintenance, overhaul and running repairs to locomotives and rolling stock (Railway Age).....Newly-re-elected Governor Tommy Thompson of Wisconsin has been named chairman of the AMTRAK board of directors, with former Massachusetts Governor Michael Dukakis elected vice chairman. Both are known as strong supporters of Amtrak..... New Jersey Governor Christine Todd Whitman has resigned as chair of the separate AMTRAK Reform Council, in a dispute with Congress over funding of her group. The council is charged with the responsibility of making Amtrak financially self-sufficient, or drafting a plan for its liquidation. Former AAR President William Dempsey is being touted to succeed Whitman.

AMTRAK has announced that its passenger revenues for the first time topped \$1 billion, in Fiscal Year 1998 ended September 30. Ridership increased 4.5 percent to 21.1 million passengers, the largest one-year increase in a decade, and systemwide on-time performance rose from 74 to 78 percent.....AMTRAK's board in October approved a four-year strategic business plan designed to achieve self-sufficiency and improve the quality of its services. Part of the plan involves the expansion of mail and express business, which generated \$83 million during FY 1998, and the coming Northeast Corridor high-speed service, expected to contribute as much as \$180 million in net annual revenue by 2002. The plan authorizes the expenditure of \$823 million in Federal money for capital projects in FY 1999, which will produce an additional \$303 million in outside funding.

That special "Celebrate the Century" train sponsored by the U.S. Postal Service (see June Cinders) has been delayed, but now is expected to originate in Tampa, FL during February 1999. With a "working" Railway Post Office car, display and sales cars, it will tour the country and presumably visit Philadelphia.....AMTRAK reports that work to upgrade its computer systems before January 1, 2000 are progressing according to plan. The ARROW reservation system has already been reworked to avoid the notorious "millennium bug" which could shut down computers when the year 2000 arrives, and modifications to its vital train control systems should be complete by the first quarter of 1999 (Mass Bay RRE).....AMTRAK has redesigned its Internet web site (www.amtrak.com) to

PHILADELPHIA EXPRESS (Continued from Page 4)

make it easier to reserve space, check schedules, fares and special offers, read news releases, and order Amtrak brochures or merchandise.....Rebuilding of the west side plaza at 30th Street Station is well underway, causing the area to be completely fenced off.

AMTRAK will continue its maintenance program on the Harrisburg mainline next year, with 60,000 new ties to be inserted between Paoli and Overbrook starting in April. But much undermaintained jointed rail remains on the 102-mile line--especially west of Lancaster--producing a less-than-ideal ride.....Work has begun to re-place the Route 30 bridge over AMTRAK at Leaman Place, PA, just west of the STRASBURG RAIL ROAD interchange.....Three new elevators have been installed at Lancaster station, connecting the station concourse, ground level and platforms.....Again this year, AMTRAK planned to borrow three push-pull trainsets from SEPTA for the Wednesday-Sunday Thanksgiving rush. As usual, special timetables will be issued for Corridor service.....On November 10 a 44-year-old Bristol man committed suicide by standing in front of Metroliner 109 in 125-mph territory near Croydon station. Amtrak and SEPTA trains were delayed up to two hours.....Some National Football League teams are chartering AMTRAK trains to out-of-town games. In October, the Washington Redskins used Amtrak to get to Philadelphia for an Eagles game and to North Jersey for a game against the Giants. The Eagles and Baltimore Ravens also have traveled by Amtrak this season (Amtrak, Harrisburg Chapter NRHS).



The new connection between the CSX mainline and CONRAIL at Grays Ferry, Philadelphia, was opened for service in late October. The half-mile connection follows the right-of-way of the Reading's abandoned Chester branch, and ties into Conrail's Arsenal connecting track at a new "CP-Arsenal" interlocking, 0.8-mile from "CP-Field" at the south end of the High Line. This will allow CSX trains from Baltimore to operate directly over the High Line or eastward into South Philadelphia, but as of mid-October no regular movements had yet begun.

Former CONRAIL Chairman David M. LeVan has given \$1.25 million to his alma mater, Gettysburg College, to endow a faculty chair in ethics and management.....USX Corp.'s decision to cut steel production by 70 percent at its Fairless Works in Bucks County will mean a substantial reduction in CONRAIL business to and from the mill, which still makes sheet and tinplate but no longer produces raw steel. Like the rest of the domestic steel industry, USX has been hurt by a recent glut of low-priced imported steel.....Signaling of CONRAIL's single-track Hagerstown secondary is proceeding between Shippensburg and Hagerstown, funded by NORFOLK SOUTHERN and CSX. NS also plans to install centralized traffic control on the ex-Reading double-track Harrisburg Line between Harrisburg and Philadelphia. NS and PennDOT have reached agreement on a \$12-million project to install state-of-the-art warning devices at 43 grade crossings in the State.

NJ TRANSIT Executive Director Shirley A. DeLibero has resigned effective December 31 to head the Houston (TX) Metro system. She also will take over as chairwoman of the American Public Transit Association.....NJ Transit has awarded a two-year, \$70.9-million contract to AAI Corp. for the overhaul of 116 Comet II cars, including conversion of 19 cab cars into straight coaches (Railway Age).....Railpace reports that the Philadelphia Industrial Development Corp. has proposed that the former Pennsy Kensington & Tacony (K&T) industrial track in Northeast Philadelphia be reopened to serve customers along the Delaware River. CONRAIL abandoned most of the branch in 1982. The item states that PIDC would likely run the line, and "currently operates a 4.5-mile line" in the area. Actually, the latter is the old Pennsy Bustleton branch which is still switched by Conrail.....CAPE MAY SEASHORE LINES plans to run its long-awaited inaugural train into the City of Cape May in mid-December, following completion of work on the canal bridge (Rich Magee).

The Federal Railroad Administration recently has issued a blizzard of regulations and proposals affecting the railroad industry. Among these are new or proposed rules on power brakes, ultrasonic testing of rails, hours of service and steam locomotive maintenance.....Only three Class I railroads earned their cost of capital in 1997, the Surface Transportation Board announced. They were ILLINOIS CENTRAL (15.8-percent return on investment), NORFOLK SOUTHERN (13.1 percent) and CANADIAN PACIFIC's S00 LINE (12.3 percent). With the cost of capital figured at 11.8 percent, only these three roads were considered "revenue adequate." The industry's average return on investment was 7.56 percent in 1997 (9.36 in 1996).

Governor Ridge has announced that \$7.7 million in State grants has been set aside to support 46 short-line improvement projects. In this area, READING, BLUE MOUNTAIN & NORTHERN will receive \$300,000 and UPPER MERTON & PLYMOUTH \$186,000 (Lancaster Chapter NRHS).....Frank K. Turner, a CSX Intermodal official who started with the Norfolk & Western, has been named to succeed the retiring William J. Loftus as president of the American Short Line & Regional Railroad Association.....After nearly three years in the shop, BLACK RIVER & WESTERN 2-8-0 #60 resumed revenue passenger service on October 3 (Jersey Central Chapter NRHS).....GATX Corp., one of the nation's largest private suppliers of railcars, locomotives and other equipment, celebrated its 100th anniversary in September (Railway Age).....The venerable Tank Car Corp. of America in Oreland, which specializes in the repairing of privately-owned freight cars, has gone into the business of building new gondolas.Richard Kunz, editor-in-chief of the New Electric Railway Journal Magazine, died of a stroke on November 5 (Russ Jackson).....Gary Pfeiffer, 48, vice president-operations of Buckingham Valley Trolley Association, died of cancer November 4.

CORRECTION

An article in the November issue of Cinders described the "Farewell to Conrail" special train which operated from Philadelphia to Altoona, Pittsburgh, Buffalo and return in early October. We erred in reporting that the trip was sponsored by the American Association of Private Railroad Car Owners (AAPRCO), while in reality it was organized by a group of former AAPRCO members now known as Buy-Miles. We thank Buy-Miles Member Bennett Levin, owner of the private car Pennsylvania 120, for providing this correction.



The long-awaited extension of daytime service west of Pittsburgh arrived on November 7. On that date the reformatted Pennsylvanian joined the Amtrak Intercity network. The Intercity Business Unit put on a rolling celebration on the first eastbound Train 44 between Chicago and Pittsburgh. The usual consist was augmented by Superliner transition-sleeper 39012 and Sightseer lounge 33046. At most stops, invited guests were ushered aboard for a short ride to the next station, where a bus waited to return them to their point of origin. Press representatives, travel agents and other invitees got a chance to meet Amtrak Intercity officials, including President Lee Bullock. I also found it helpful to get the reactions of some readers of my columns. That's the real advantage of these trips and my first in several years.

The conductor east of Pittsburgh was kind enough to dim the lights in the lead Horizon coach so several of us magazine correspondents could look out at the nighttime scenery and then get some sleep. Arrival in Philadelphia was about an hour late, at 1:35 AM. Even at that wee hour, there was some activity at 30th Street and I passed the time until Train #12 arrived to return me to New York.

The advantages posed by the new schedule of the Pennsylvanian have been noted before, but most require a drive to or from the station or boarding at points west. An Amfleet II coach is provided for long-haul passengers, plus two Horizon coaches and the Amcafe. The equipment cycles at Chicago to and from the Chicago-Carbondale Illini.

Food service on this train (it will retain the name Pennsylvanian) regrettably is limited to an Amcafe car. But both this train and the Three Rivers offer two hot tray meals- chicken Teriyaki and lasagna, although I feel the sandwiches are a better value. Food service is the "Lake Cities" menu out of Chicago's commissary, and lacks the tasty chicken parmesan sandwich found on Corridor cafes, but Campbell's soup in individual serving containers is available. Since there is no sleeping space on the Pennsylvanian or Three Rivers, the cafe attendants change at Pittsburgh so they can get some rest. An impressive sight on this trip as we traveled the last few miles into Pittsburgh was a Triple Crown freight on the adjacent track, staying with us all the way and providing a chance to observe these cars in motion.

This issue goes to press Thanksgiving weekend, but a small run of holiday schedules was fortunately available by November 7, so here's what was scheduled to run on the Corridor. Many trains, especially Metroliners and commuter-period Clockers, were cancelled on Thursday and Friday. Twenty-three eastbound trains were cancelled Thursday, 18 on Friday and one Saturday. However, one additional train ran Wednesday, five on Thursday, four on Friday and four on Sunday. Westbound, 28 trains were cancelled Thursday, 16 on Friday, one Tuesday, one Sunday and one Wednesday. Offsetting these were one additional Tuesday train, three Wednesday, nine Thursday, four Friday and four Sunday. Those were the regularly scheduled trains, which were either cancelled on certain days or added on others.

Extra trains were scheduled to operate, as follows: eastbound, Train 2174 Wed., Sat., Sun from Washington to Boston, 2044 Wednesday Philadelphia-New York, 2176 Tuesday, Wednesday, Saturday and Sunday Washington-New York, 2080, 2078 and 2048 Sunday Washington-New York, 2148 Tuesday and Wednesday New York-Boston, 2278 Wednesday Baltimore-New York, 2066 Wednesday Washington-New York and 2198 Sunday Washington-Philadelphia. In addition, Train 2178 replaced regularly-schedule 178 and operated via the "usual" route through Springfield, as track and catenary work was suspended for the holiday weekend.

Westbound, extra trains were also scheduled, with 2143 running Thursday New York-Washington, 2095 Wednesday and Sunday New York-Washington, 2071 Wednesday New York-Washington, 2171 Sunday Boston-Washington, 2145 Sunday New York-Washington, 2175 and 2173 Wednesday, Saturday and Sunday Boston-Washington, and 2177 Sunday New York-Baltimore.

Keystone Service was reduced by a net of four round-trips on Thursday while an extra round-trip was programmed for Sunday. Empire Service discontinued four southbound and four northbound trains on Thursday. But, it added a Parade Special out of Albany at 5:25 AM Thursday, returning at 1:05 PM. Also, an extra New York-Albany round-trip was scheduled on Wednesday and Sunday, leaving New York at 11:35 AM and Albany at 2:00 PM.

In motive power news at Amtrak, during October, four P40 Genesis units were released from Beech Grove, presumably in new colors - 835 (10/02), 816 (10/11), 802 (10/21) and 810 (10/28). By early November 27 F40's had been leased to Norfolk Southern: 223, 239, 263, 275, 281, 283, 302, 311, 314, 322, 324, 332, 341, 348, 356, 358, 360, 362, 384, 385, 386, 387, 392, 396, 407 and 408. Three other F40's, 238, 334 and 367, were listed as receiving modifications involving EOT devices. The three Florida Fun Train F40's were working around Chicago and were seen at times on both ends of the Pere Marquette. One unit was noted with some sheet metal damage suffered in a grade-crossing accident in Florida. FFT baggage car 1004 remains in Florida.

The last five F59's are intended to pull the Talgo trains in the Pacific Northwest, and three of them had been delivered by mid-November. Units 466-470 are painted in "Cascade" livery to match the Talgos. Meanwhile, the four Talgo trainsets under construction were rapidly approaching completion and the first consist was to be sent to the Pueblo (CO) test track. The trainset departed Seattle on November 10 on the rear of the Coast Starlight (with its locomotive leading). At Emeryville, CA, the consist was removed (the resulting train would have been too long to clear Jack London Square station in Oakland), and followed the train to Los Angeles, and then operated as an extra behind Train 4-Southwest Chief to LaJunta and thence up to Pueblo from there.

The Talgo consist was made up of F59 #467, baggage 7101, coaches 7405-7409, one accessible coach 7501, bistro 7301, diner 7801, accessible custom class 7551, custom class 7451 and power unit 7901. At the opposite end of the Talgos, when they enter revenue service, is to be an F40 until five "cab-baggage" units have been completed. The first, 90252, was released from Beech Grove on November 7.

(Continued on Page 7)

ON THE SCENE (Continued from Page 6)

Also at Pueblo for high-speed locomotive tests is the following Amtrak equipment: Amcafes 20029 and 20041, Amdinette 20225 and 20238, Metroclub 20977 and 48978, club dinette 48158 and Amcoaches 21003 and 21051. A Horizon coach has also been noted on the scene at Pueblo.

This fall, several Buffalo Bills football extras were scheduled. A typical consist on October 15 included two F40's, five Amcoaches, two Amdinettes, two Connecticut "C-Liners" and the Conference Car 9800. A consist of eight Superliner coaches, two diners and a transition-sleeper (dorm) has once again been assembled this fall by Amtrak Intercity to operate a series of weekend charters, often augmented by private cars offering deluxe service.

Baggage cars 1851-1854, assigned to the Adirondack and Ethan Allen, have been given huge murals similar to those applied earlier to the cars assigned to the Vermont. Two control coaches in the Vermont pool, 9640 and 9645, meanwhile, have been refurbished in the current scheme and sisters 9642 and 9644 are at Bear shop for similar treatment.

San Diegan Amfleet cars 43040 and 44206 went to Bear in mid-October for overhauls, the first in many months. Heritage cars released from Beech Grove during October were 2920 (dorm) on October 2, and baggage cars 1185 (10/04), 1245 and 1272 (10/18), 1252 (10/25) and 1172 (10/28). No word yet on what color scheme these cars are now wearing. The bedroom-sleeper Elm Grove (10021) was stored August 31 pending disposition. This former Zephyr car had been renamed, I believe, for retired Amtrak executive Jim Larson's birthplace in Wisconsin.

To make the necessary cars available for the extended Pennsylvanian in early November, Amtrak assigned Superliners to the Illinois Zephyr operating between Chicago and Quincy.

Recent visits to the Northeast Corridor have driven home just how much progress has been made in applying the current Amtrak image as the third anniversary of the introduction of the "NortheastDirect" scheme approaches. For it was at the end of 1996 when the first car was released (I believe it was 21065). This followed several months of production in which the new logos were applied to the earlier "three-stripe" livery. Metroliner cars, however, continued to receive the earlier scheme until the introduction of the "Concept 2000" scheme the following autumn.

Amclub cars today are assigned as custom class in the "coach" end and club service at the other. Some of these cars are now stencilled that way, however, other cars have been mislabeled, such as one car recently observed with "Custom Class" at both ends!

The second Am lounge II rebuilt with an enclosed smoking room is 28012-Meridian Club. Work is now in progress at Amtrak's Chicago facility on the third car, 28007-New York Club.

It would appear that the two prototype AEM-7 rebuilds will be the 916 and 918. It has been observed that AEM-7 901 is under rebuild at Wilmington. However, this locomotive, one of the two victims of the "Portal" derailment, is a long, long way from rolling a train along the Corridor.

Amtrak continues to remove intermediate wayside signals, relying on cab signals on the Corridor. The latest timetable noted that territories from Penn Station to "Bergen" and Kingston-Mystic River (CT) have been added. Distant and home signals remain. Also along the Corridor, "Zoo" now exists as a manned tower only for the Philadelphia-Harrisburg and 36th Street Connection routes. "Girard" and "Mantua", remote-controlled by CETC, have assumed "Zoo"'s duties on the New York-Washington route. The center track at "Grace" interlocking (Havre de Grace, MD) now connects with the two main tracks via an 80-mile-per-hour turnout with movable-point frogs.

Two interesting proposals advanced in the Midwest Passenger Initiative are the restoration of the former New York Central route between Chicago, Indianapolis and Cincinnati and the rebuild of a largely-abandoned (ex-C&O?) line between Porter, IN and Chicago, where anticipated freight volume would overwhelm existing capacity.

The Southwest Chief now handles a RoadRailer between Chicago and Williams Jct., AZ for highway dispatch to Phoenix. Plans are in hand to order 45 more CouplerMates, 45 additional mail vans and 15 more bogies. Bogies 5504 and 5535 were sent in October 26 for rebuilding to CouplerMates.

February 1999 marks the 30th anniversary of the merger of the New Haven into Penn Central. So, it's appropriate to take a look back at a railroad that was both conservative and yet innovative, and still New England to the core. Perhaps, then, it was inevitable that conservative management would fall prey to the flamboyant Patrick McGinnis, who forever changed the railroad's image and outlook even as its fortunes were slipping into the waters.

For the New Haven was conservative as its clients on a Merchants Limited that was all-parlor until 1949. Yet, consider these adventures: NH had the first long-distance A.C. electrification, as well as the largest fleet of pre-World War II streamlined cars in the East. It fielded innovative grill cars with female attendants, as well as the bi-directional "Rail Zeppelin" Comet, and early on embraced the Budd RDC. It also became an exponent of dual-service road diesel locomotives with the purchase of 60 Alco DL109's, pioneering rectifier multiple-unit coaches and passenger locomotives, and acquired a huge fleet of dual-mode diesel-electric-electric EMD FL9's. The New Haven was an early supplier of piggyback service for its freight customers, and then for passengers, tried several "new generation" lightweight passenger trains.

In its day, the NH was a major commuter operator at both ends as well as a vital bridge route to New England. Many vacations began and ended on trains which plied its rails, and now, its famous Shore Line route to Boston is witnessing the advance stages of electrification - a fitting completion to improvements began by the New Haven over 90 years ago. So, a toast to the New Haven and it's New England which was and may yet be!

CSX, NS Move Steadily Toward Conrail Split

According to numerous sources, the most likely "Day One" in the Conrail merger process will be March 1, 1999, when CSX and Norfolk Southern will actually begin operating their respective segments of Conrail. Numerous connections needed to implement the takeover are still under construction, work continues on the integration of Conrail's computer systems, and the required "implementing agreements" have yet to be signed with at least three major labor organizations, the Brotherhood of Locomotive Engineers, Brotherhood of Maintenance of Way Employees and United Transportation Union. The Conrail sale became final on August 22, but the railroad is still operating as a separate entity.



RBM&N's demand to void the override of various provisions in the Lehigh Agreement, under which RBM&N had acquired a former Conrail line. (As a result of its Conrail purchase, NS will add more than 100 shortline and regional railroad connections to its system.)

Separately, the National Industrial Transportation League filed suit in Federal court, complaining that STB would not protect shippers from possible higher freight rates resulting from the premium price CSX and NS paid for Conrail. Labor unions also were displeased with an STB ruling that collective bargaining agreements may be broken in a rail merger, if the action will "secure to the public some transportation benefit."

Traffic World Magazine reports that CSX will adopt Conrail's so-called Local Area Management system for its carload operations. This system, which places much responsibility for customer service and profitability on local operating officials, has proven successful on Conrail. It will be a priority for Ronald J. Conway, CSX's new executive vice president-operations, who was formerly Conrail's senior operating officer. He plans to keep LAM in place on CSX's Conrail lines and gradually expand it to the rest of the system.

Meanwhile, CSX has assumed responsibility for the office space in Conrail's existing headquarters building at 2001 Market Street, Philadelphia. Conrail occupied some 750,000 square feet on floors 2 through 29, but will require only a small fraction of that for its continuing activities. Conrail will remain a separate entity owned jointly by CSX and NS, operating the three Shared Assets Areas while leasing most of its former system to its new owners through subsidiaries New York Central Lines (NYC) and Pennsylvania Lines (PRR). Donald Nelson, senior vice president-operations for the "new" Conrail, said that the busy Shared Assets Areas "will function with complete neutrality" and that late CSX or NS trains will be held for trains that are running on time.

NS has created three new divisions to operate its Conrail territory, which will comprise the Philadelphia-based Northern Region headed by General Manager Tony L. Ingram, who transferred from Atlanta. Gilbert S. Kovar, formerly transportation superintendent for Conrail's Philadelphia Division, has been named superintendent of the NS Harrisburg Division; Robert A. Bartle, formerly Conrail's transportation superintendent on the Pittsburgh Division, will be the new superintendent of NS's Pittsburgh Division; and David L. Wilson, general manager-transportation & customer service for Conrail's Dearborn Division, has joined NS to become superintendent of the new Dearborn Division. Timothy P. Dwyer, formerly senior vice president of the Conrail Unit Train Service Group, will remain in Philadelphia as vice president-marketing services for NS. Also appointed was General Richard F. Timmons, a 32-year Army veteran, as resident vice president for Pennsylvania, based at NS's Harrisburg headquarters.

Dividing Conrail's locomotive, freight car and maintenance-of-way fleets proved to be a major undertaking for several groups of CSX and NS equipment specialists. Essentially, the division has been made on a four-to-three basis reflecting NS's agreed-upon 58-percent share and CSX's 42-percent share of Conrail assets. Conrail's fleet totals about 1,900 locomotives, 55,000 freight cars, 4,100 pieces of MofW machinery, 3,000 highway vehicles and a variety of intermodal equipment. Divvying up this vast pool "was a monumental undertaking, and there's no precedent (for it) in the industry," said Dave Miller, CSX's assistant vice president-engineering and leader of the CSX team handling the allocation effort.

To minimize the operational and accounting problems, it was decided to restencil only those freight cars going to CSX which will actually be placed in service--about 16,000. As of late October, some 9,000 CSX-destined cars had received "NYC" lettering, a reporting mark still owned by Conrail which now represents that part of the system to be operated by CSX under lease from Conrail's "New York Central Lines" subsidiary. Rather than attempting for restencil all of the NS-bound cars with "PRR" marks, it was decided to assign to NS on Day One all cars still bearing other Conrail-owned marks (e.g., CR, PC, RDG, EL, CNJ, LV, NH). On startup day, this will allow the instant identification of cars in the industry's accounting systems.

In the case of locomotives, an elaborate procedure was established to classify them by model, leased or owned status, last overhaul date and appraised value. Don Graab, assistant director-locomotive maintenance who headed NS's locomotive allocation team, was quoted in the NS magazine *Paces* as saying that a "spirit of cooperation prevailed" between NS and CSX in the process. He said his team members can look back in the years following this "historic transaction" and know that "they played a key role in dividing the right to operate a billion dollars of assets to assure the new NS has the locomotive power it needs."

Trains Magazine and other sources report that a total of 802 units have been assigned to CSX and 1,108 to NS, with all models divided between them. (This split does not include Conrail's newest power, the 15 SD70MAC and 24 SD70 units built for account of CSX and NS respectively.) However, it is still conceivable that some trading of units could occur, possibly to allocate all of certain models to one road. Interestingly, NS will receive 17 of Conrail's 30 SD80MAC units--NS's first venture into the world of AC-motored locomotives. In any case, a massive renumbering of units will begin, but the familiar Conrail blue paint scheme--with new initials--will still be with us for years to come.

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS

(Part III)

(Corrected to October 1, 1998)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER / NUMBER
<u>SMS RAIL SERVICE (SLRS), Bridgeport, NJ</u>						
300	B-B	S12	D/E	BLH	1952	U. S. Navy 1842
554	C-C	AS616	D/E	BLH	1952	Trona 54
1293	B-B	DS44-1000	D/E	BLW	1947	New Hope & Ivyland 101
<u>SOUTH BRANCH VALLEY RAILROAD (SBVR), Moorefield, VA (Notes 1, 2)</u>						
82	B-B	BL2	D/E	EMD	1948	Western Maryland 7172
116	B-B	F7A	D/E	EMD	1948	CSX 116 (Note 3)
417	B-B	F7B	D/E	EMD	1950	CSX 117 (Note 4)
418	B-B	FP7A	D/E	EMD	1952	CSX 118 (Note 4)
6135	B-B	GP9	D/E	EMD	1956	Chesapeake & Ohio 6135
6240	B-B	GP9	D/E	EMD	1957	C&O 6240
6352	B-B	GP9R	D/E	EMD	1956	Norfolk & Western 2003
6447	B-B	GP9R	D/E	EMD	1956	N&W 2002
6506	B-B	GP9	D/E	EMD	1956	Baltimore & Ohio 6506
6600	B-B	GP9	D/E	EMD	1955	B&O 6600
6604	B-B	GP9	D/E	EMD	1955	B&O 6604
Note 1: Includes Potomac Eagle*						
Note 2: Locomotives also based at Romney, WV						
Note 3: Built as F3A						
Note 4: Leased from CSX Transportation						
<u>SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SPTA), Philadelphia, PA (Note)</u>						
50-52	B-B	SW1200	D/E	EMD	1954	Milwaukee 649, 626, 639
60-61	B-B	RL1000**	D/E	RLI	1992	
2301-2307	B-B	AEM-7**	Elec	EMD	1987	
2308	B-B	ALP-44**	Elec	ADT	1996	
Note: Locomotives also based at Frazer, PA, Trenton, NJ						
** - Equipped with head-end power						
<u>SOUTHERN RAILROAD OF NEW JERSEY (SRNJ), Winslow, NJ (Note 1)</u>						
D	B-B	F7B	D/E	EMD	1950	Boston & Maine 4268B (Note 2)
56	B-B	F3A	D/E	EMD	1948	Bangor & Aroostook 46 (Note 2)
57	B-B	F3A	D/E	EMD	1948	BAR 44 (Note 3)
59	B-B	RS1	D/E	Alco	1948	Washington Terminal 59 (Note 4)
100	B-B	GP9	D/E	EMD	1956	Huron & Eastern 100
102	B-B	GP10	D/E	EMD	1957	Conrail 7550
410	B-B	44-ton	D/E	GE	1949	Bay Colony 410
414	B-B	C420	D/E	Alco	1964	Lehigh Valley 414
727-728	B-B	F7A	D/E	EMD	1953	Bessemer & Lake Erie 727, 728
1548	B-B	RS3M	D/E	Alco	1953	Conrail 9937 (Note 4)
Note 1: Locomotives also based at Bridgeton, Delran, Salem, NJ						
Note 2: Owned by Anthracite Railroads Historical Society						
Note 3: Owned by Tri-State Railway Historical Society						
Note 4: Owned by private individual						
<u>STEAMTOWN NATIONAL HISTORIC SITE, * Scranton, PA</u>						
26	0-6-0		Steam	BLW	1926	Jackson Iron & Steel 3
500	B-B	SW8	D/E	EMD	1953	Norfolk & Western 3732
514	B-B	GP9	D/E	EMD	1958	N&W 2514
2317	4-6-2	G3c	Steam	Montreal	1923	Canadian Pacific 2317
3254	2-8-2		Steam	CLC	1917	Canadian National 3254
<u>STEELTON & HIGHSPIRE RAILROAD (SH), Steelton, PA</u>						
11	B-B	Slug		EMD		Bethlehem Steel 11 (Note 1)
70	B-B	SW9	D/E	EMD	1952	Conemaugh & Black Lick 119
71	B-B	SW7	D/E	EMD	1950	C&BL 117
73-75	B-B	SW1200	D/E	EMD	1956	Cambria & Indiana 38, 39, 42
77	B-B	SW1200	D/E	EMD	1957	Philadelphia, Bethlehem & New England 40
78	B-B	SW1200	D/E	EMD	1956	C&I 40
79	B-B	SW1200	D/E	EMD	1957	C&I 44
93	B-B	SW9	D/E	EMD	1952	PB&NE 93 (Note 2)
Note 1: Rebuilt from SW1						
Note 2: Leased from Philadelphia, Bethlehem & New England						
<u>STEWARTSTOWN RAILROAD (STRT), Stewartstown, PA</u>						
9	0-4-0	35-ton	G/M	Plymouth	1943	South Carolina State Ports 9
10	B-B	44-ton	D/E	GE	1946	Coudersport & Port Allegany D-1

(Continued on Page 10)

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

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>STOURBRIDGE RAILROAD (SBRR), Honesdale, PA</u>						
54	B-B	BL2	D/E	EMD	1949	Bangor & Aroostook 54 (Note)
430	B-B	SW7	D/E	EMD	1950	Shamokin Valley 86
Note: Owned by Wayne County Chamber of Commerce						
<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	CLC	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
<u>UNION COUNTY INDUSTRIAL RAILROAD (UCIR), Winfield, PA</u>						
1500	B-B	SW8	D/E	EMD	1953	Conrail 8618
9425	B-B	SW1	D/E	EMD	1950	Conrail 8525
<u>UPPER MERION & PLYMOUTH RAILROAD (UMP), Ivy Rock, PA</u>						
9007	B-B	SW9	D/E	EMD	1951	Brandywine Valley 8206
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	1966	CSX 6669 (Note 2)
V02	B-B	RP39-2C**	D/E	EMD	1967	CSX 6712 (Note 2)
V03-V06	B-B	RP39-2C**	D/E	EMD	1971	CSX 6569, 6559, 6789, 6617 (Note 2)
V07	B-B	RP39-2C**	D/E	EMD	1967	CSX 6821 (Note 2)
V08	B-B	RP39-2C**	D/E	EMD	1971	CSX 6841 (Note 2)
V09	B-B	RP39-2C**	D/E	EMD	1967	CSX 6814 (Note 2)
V10	B-B	RP39-2C**	D/E	EMD	1971	CSX 6591 (Note 2)
V20	B-B	RP40-2C**	D/E	EMD	1969	CSX 6648 (Note 3)
V21	B-B	RP40-2C**	D/E	EMD	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	30-ton	D/M	Davenport	1939	
<u>WANAMAKER, KEMPTON & SOUTHERN RAILROAD, * Kempton, PA</u>						
2	0-4-OT		Steam	Porter	1920	Colorado Fuel & Iron 2
65	0-6-OT		Steam	Porter	1930	Safe Harbor 65
602	B-B	70-ton	D/E	Whitcomb	1944	Gulf Oil 7 (Note)
7258	B-B	45-ton	D/E	GE	1942	Birdsboro 7258
Note: Owned by Anthracite Railroads Historical Society						
<u>WEST CHESTER RAILROAD (WCRL), West Chester, PA</u>						
3	B-B	S2	D/E	Alco	1949	Wilmington & Western 3
9	B-B	65-ton	D/E	GE	1941	Anthracite 9
99	B-B	GP9	D/E	EMD	1956	Ohio Central 99
1803	B-B	RS18u	D/E	MLW	1958	Canadian Pacific 1803

(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
WESTERN MARYLAND SCENIC RAILROAD,* Cumberland, MD (Note)						
199	B-B	RS3	D/E	Alco	1954	Delaware & Hudson 4075
734	2-8-0		Steam	BLW	1916	Lake Superior & Ishpeming 34
2131	B-B	GP30	D/E	EMD	1963	Conrail 2249
2175	B-B	GP30	D/E	EMD	1962	Conrail 2175

Note: Locomotives also based at Ridgeley, WV

WILMINGTON & WESTERN RAILWAY (WWRC)/WILMINGTON & WESTERN RAILROAD,* Marshallton, DE						
37	2-8-2T		Steam	Alco	1924	Pacific Lumber 7
58	0-6-0		Steam	BLW	1907	Virginia Blue Ridge 4
92	2-6-0		Steam	CLC	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	Pullman	1929	Pennsylvania 4662
8408	B-B	SW1	D/E	EMD	1940	Baltimore & Ohio 8408

WINCHESTER & WESTERN RAILROAD (WW), NEW JERSEY DIVISION, Bridgeton, NJ						
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
575	B-B	GP10	D/E	EMD	1959	Conrail 7575
732	B-B	GP9	D/E	EMD	1955	Conrail 7323
752	B-B	GP10	D/E	EMD	1956	Conrail 7527
811	B-B	GP9	D/E	EMD	1959	N&W 1481

WINCHESTER & WESTERN RAILROAD (WW), VIRGINIA DIVISION, Gore, VA						
107	B-B	MT4	Stug	Alco	1957	Conrail 1007
403	B-B	GP9	D/E	EMD	1954	Southern Pacific 3403
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

YORKRAIL (YKR), York, PA						
1500	B-B	CF7	D/E	EMD	1953	Santa Fe 2417 (F7A 275L)
1600	B-B	GP16	D/E	EMD	1956	CSX 1733 (YKR 1733)
1734-1735	B-B	GP16	D/E	EMD	1956	CSX 1734, 1735
1754	B-B	GP9	D/E	EMD	1956	Baltimore & Ohio 6490
1815	B-B	GP16	D/E	EMD	1951	CSX 1815

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 Cinders staff
 Delaware Valley Railway
 Four States Railway Service
 Gettysburg Railway
 Landisville Railroad
 Morristown & Erie Railway
 Reading, Blue Mountain & Northern Railroad
 SMS Rail Service
 Strasburg Rail Road
 Winchester & Western Railroad
 Richard O. Adams, Donald J. Colangelo, James B. Kirk, Paul Kutta,
 Wayne Laepple, Eric Levin, Tom Moran, John Pari, Carl Perelman,
 John Petko, Stewart Rhine, Mark Sublette

ABBREVIATIONS

Elec - Electric
 D/E - Diesel-electric
 D/M - Diesel-mechanical
 G/E - Gas-electric
 G/M - Gas-mechanical
 Alco - American Locomotive Company/Alco Products, Inc.
 ABB - Asea Brown Boveri (Sweden)
 ADT - ADtranz (Sweden)
 BLH - Baldwin-Lima-Hamilton Corp.
 BLW - Baldwin Locomotive Works
 CLC - Canadian Locomotive Company
 EMC - Electro-Motive Company
 EMD - Electro-Motive Division, General Motors Corp.
 GE - General Electric Company
 GMD - General Motors Diesel, Ltd. (Canada)
 MK - Morrison Knudsen Corp.
 MLW - Montreal Locomotive Works (Canada)
 RLI - Republic Locomotive, Inc.
 * - Non-common carrier

B-B refers to four-axle locomotive
 C-C refers to six-axle locomotive
 A1A-A1A refers to six-axle locomotive with
 center idler axles

EXTRA LIST (Continued from Page 2)

THROUGH JANUARY 10: "A Brandywine Christmas" at Brandywine River Museum, Route 1, Chadds Ford, PA, featuring operating 0-gauge model train display. Hours: 9:30 AM-4:30 PM (closed Christmas Day). Admission: \$5 adults, \$2.50 seniors and children (6-12). For information, telephone 610-388-2700.

JANUARY 30: Super Saturday Streetcar Special VI over SEPTA trolley routes, sponsored by Wilmington Chapter NRHS. Chartered PCC will leave Germantown depot, Germantown Avenue and Westview Avenue, at 10 AM, returning about 3 PM. Numerous photo stops will be made. Fare: \$30 per person. Order tickets from: Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860-1003, enclosing stamped, self-addressed envelope. For information, telephone 973-383-3355 between 9 AM and 6 PM.

FEBRUARY 28: EastRAIL '99 multi-media railfan slide festival at Bergen County Technical Institute, 200 Hackensack Avenue, Hackensack, NJ, sponsored by United Railroad Historical Society of New Jersey. Admission: adults \$10 by mail, \$12 at door; children \$6 by mail, \$8 at door. Order tickets from: URHS, c/o Volunteer Railroaders Association, 80 Royal Avenue, Hawthorne, NJ 07506, enclosing stamped, self-addressed envelope. For information and credit card orders (Visa, MasterCard), telephone 973-238-0555.

Chapter Dues Payments Coming In; Donations Urged

Bills for 1999 Chapter and NRHS national dues were mailed out in late October, and by mid-November more than 200 members had paid. Chapter officers urge all members to pay their dues promptly and, if possible, to add an extra donation for the support of Chapter programs such as the FP7 locomotive restoration.

Basic dues remain at \$31 per person, with an additional \$3 for each family member. (For Chapter-only members, who pay their national dues through another chapter, the dues are \$16.) Payments should be mailed to: Membership Renewals, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.

NRHS 2000 Convention Shifted to Connecticut

Lancaster Chapter has withdrawn its sponsorship of the NRHS year 2000 national convention in Pittsburgh, but the Western Connecticut Chapter has stepped in to offer a convention based in Stamford, CT. The change was approved by the Society's directors at its meeting in Kansas City last month. The dates for the Stamford convention are July 12-16, 2000, with a number of shortline excursions and a tour on Amtrak's new high-speed trains to be featured.

The year 2001 convention will be held June 18-23 in St. Louis, MO.

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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