

CINDERS

FEBRUARY 1998



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Volume 59

Newsletter of the

Number 2

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

CSX, NS Fine-Tune Conrail Plan

CSX and Norfolk Southern plowed ahead last month in their costly quest to divide the Conrail system between them. A small army of executives, lawyers, staff people and consultants are working long hours to resolve any remaining objections to the takeover before the Surface Transportation Board votes on their application June 8. The case is being handled under STB Finance Docket #33388.



Some of those complaints are from railroads such as the Illinois Central, which is asking that certain joint routes be preserved and that CSX sell it a key two-mile line segment in Memphis, TN over which IC currently holds trackage rights. But at the same time CSX and NS reported

that they had reached final settlement with an influential shipper group, the National Industrial Transportation League, which had earlier announced its support for the Conrail merger subject to certain conditions. Yet two other powerful shipper organizations, the Chemical Manufacturers Association and the Society for the Plastics Industry, continue to oppose the takeover because of competitive concerns. The Conrail split, added to the trauma of widespread service disruptions on the merged Union Pacific-Southern Pacific system, have provided new impetus to the railroad industry's two worst nightmares: heavy-handed reregulation and federally-mandated "open access" to outside operators. "We'll look very hard at the operations and safety plans" submitted in the Conrail case, said an attorney for the STB. "There's no question in my mind that everyone feels a little shy as a result of (the UP problem)."

But support for the CSX-NS plan continues to build, with groups as diverse as the National Audubon Society and units of the American Automobile Association endorsing the merger. The railroads scored a major coup last month when the United Transportation Union broke ranks with organized labor to back the proposal. In return, CSX and NS pledged full job protection for UTU members on all three railroads, granting automatic certification without the need for lengthy appeals. UTU also agreed to expedite its "implementing agreements" following STB approval, a process which must be concluded by all unions before the actual takeover of Conrail can occur.

Meanwhile, *Railway Age* Magazine named NS Chairman & CEO David R. Goode as "Railroader of the Year," describing NS as the "world's best freight railroad." Goode has stressed that NS will take a gradual approach to integrating Conrail, in order to insure safe operations and avoid the service muddle that has plagued Union Pacific for several months. CSX Transportation President Pete Carpenter said his railroad would "emphasize safety, quality and accuracy rather than speed" in the takeover process.

CSX also brought former Amtrak President Paul Reistrup on board as vice president-passenger integration, who assured concerned commuter authorities that "disciplined, scheduled railroading can smooth out the operating differences between freight and passenger service." (Late word from SEPTA, however, indicates that CSX would like to assume dispatching responsibility for Conrail's ex-Reading Trenton Line, now dispatched by SEPTA, which could affect R3 train service to and from West Trenton.) And many shippers have expressed the fear that the Shared Assets area in Philadelphia and South Jersey, to be operated by a reconstituted and jointly-owned Conrail, will result in operational chaos, further adding to the region's adjustment woes.

While the acquiring railroads officially will not start hiring Conrail staff people until May, some top transfers continue. Among those announced last month were the shift of Dr. John M. Samuels, Conrail's vice president-operating assets, to the job of vice president operations planning & budget for NS in Norfolk, VA. In addition, Conrail Director of Safety William L. Barringer, Jr. has been appointed to a comparable position for NS in Roanoke. Joseph Arsenault, director-systems development in Philadelphia, will assume the same title for NS and remain in Philadelphia to help with the all-important task of integrating the NS and Conrail computer systems. Likewise, CSX already has hired a number of Conrail executives, and has said that it will transfer about 500 jobs from Conrail's Philadelphia headquarters and Pittsburgh-area customer service center to Jacksonville, FL over the next three years. Both CSX and NS have made it clear that they intend to retain experienced Conrail field managers, because the operational paralysis suffered by UP resulted in part from the loss of many SP supervisors who "knew the territory."

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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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MEETING CANCELLATION ALERT!

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

MEETING NOTICE:

FRIDAY EVENING, FEBRUARY 20, 1998

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 February 20, 1998 meeting will feature the annual Ray Muller Slide Contest, rules for which will be found below. The contest is named in honor of the late Chapter member who excelled in slide photography.

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, FEBRUARY 17, 1998 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.

Our March 20, 1998 meeting will feature Alfred H. Harf, Assistant Executive Director of Planning, NJ Transit Rail Operations, who will discuss various North Jersey rail improvement projects, including the Waterfront Connection, Midtown Direct service, Secaucus Transfer and Montclair Line. Don't miss it!

Annual RAY MULLER Slide Contest Rules

1. No entry form is required for the 1998 Ray Muller Slide Contest, but entrants must register in person, beginning at 7:15 PM. Registration closes at 7:30 PM, with no entries accepted after that hour. THE SLIDE CONTEST IS OPEN TO 1998 PAID-UP PHILADELPHIA CHAPTER MEMBERS ONLY!

2. There are six categories in the Contest, and categories (a) through (e) must contain only subject matter taken since March 1, 1983 and category (f) only subject matter BEFORE March 1, 1983. PLEASE NOTE THAT THE OLDIES CATEGORY IS 15 YEARS NOW, THIS CHANGE HAVING BEEN MADE IN 1997. In case of uncertainties, the contest manager will rule on appropriate categories or will disqualify any unsuitable entries.

- (a) Steam
- (b) Diesel (including RDC's, railcars, turbine-powered equipment, SPV-2000's, etc.)
- (c) Heavy electric (including multiple-unit commuter rail equipment)
- (d) Light electric
- (e) General (subjects not included in the first four categories, such as rights-of-way, signals, stations or other fixed facilities, buses, trackless trolleys, unusual railfans, etc.)
- (f) Oldies (any subject prior to March 1, 1983)

3. Each contestant may exhibit a maximum of four slides in each category, or grand total of 24 in the contest. The entrant must have personally taken the slide, and it may be in color or black and white, and subject matter from anywhere in the World. The contestant's name MUST be on the slide. After the initial screening, entrant will select ONE SLIDE in each category for the projectionist to use in the FINAL judging. Thus, only six (6) slides are actually permitted in the final presentation for any entrant.

LAST CALL FOR CHAPTER DUES

This will be the final issue of **Cinders** sent to those members who have not paid their Chapter dues for 1998. If your address label on this issue reads "97" and is highlighted in yellow, and circled in RED, we have not yet credited your 1998 dues. As of January 31, more than 90 percent of the Chapter's membership had renewed--many of them also making donations to the Chapter or National NRHS. Your officers would like to see the renewal rate at 100 percent, which would maintain our membership rolls above the 500 level.

Full Chapter and National dues are \$31 per person (\$3 extra for each family member). Checks should be made payable to Philadelphia Chapter NRHS and mailed to: P. O. Box 7302, Philadelphia, PA 19101-7302.

PHILADELPHIA

EXPRESS



FRANK G. TATNALL, JR.

SEPTA's Railroad Division is facing two attention-grabbing challenges. The first is a threatened walkout by members of the Brotherhood of Locomotive Engineers over the issue of understaffing (see January Cinders), and the second is the increasing possibility of a March 15 strike on the City Transit Division.

On the BLE front, the parties were back in Federal court on January 19 as SEPTA sought a temporary restraining order against a union job action, on the grounds that a contract is in effect through July 2000 and a strike now would be illegal. In addition, SEPTA contends that staffing and work schedules constitute a "minor" dispute under the Railway Labor Act and should be resolved through arbitration. On January 26 SEPTA and the union reported that they were unable to reach a negotiated agreement, leaving the decision in the hands of the judge. A ruling on SEPTA's request was expected early in February.

City transit strikes always place an added burden on the Railroad Division, the 1995 walkout causing a 50-percent increase in ridership (of which about five percent were retained after the strike). RRD personnel have been holding meetings to plan strategy for March 15, which will include adding extra cars to some trains and extending certain runs beyond their normal terminals. But because of an overall ridership increase recently, there are fewer extra cars to be had this time around and crew shortages preclude the widespread use of additional trains.



SEPTA currently has 39 engineer trainees in the system. It is expected that many of them will enter service later this year to help reduce the

long workdays that helped spark the current dispute. An infusion of new personnel might also end the practice of using road supervisors to fill in as engineers on some trains, and make it easier for engineers to get days off when they need them--now a major issue.

SEPTA plans to begin work next month on the new \$6.8-million station at Thorndale, three miles west of Downingtown. With high-level platforms on both the westbound and eastbound sides, Thorndale will become the western terminus of the R5 line, SEPTA's busiest with 21,000 daily riders. The 465-space parking lot should relieve the present overcrowding at Downingtown and make it easier for passengers who had used the R5 at Coatesville and Parkesburg before that service was eliminated in 1996. The Thorndale station should be open in the fall of 1999. A possible complication is CONRAIL's objection to the high-level platforms, because of dimensional shipments it handles to and from Lukens Steel at Coatesville.....SEPTA reports that the temporary low-level wooden platforms at Eastwick station, installed quickly last fall on the R1 Airport Line to serve a PNC Bank center, will be replaced by a permanent high-level facility within two years. The new station, to be located slightly north of the present platforms, will have an extended overhead walkway and elevators, accessible from Tincum Avenue. The existing track-level crosswalk will be eliminated.

The SEPTA board last month approved the purchase of ten additional push-pull coaches from Bombardier Transit at a price of \$1.29 million each, for delivery in spring 2000. These cars will be added to a 48-car order for METRO-NORTH, and will feature operating center doors to be used only for handicapped access..... SEPTA again may operate a special locomotive-hauled train from New York direct to Market East Station for the 1998 Flower Show on Saturday, March 7. A second train may be run from Harrisburg. Last year's New York special carried more than 400 passengers.....The new Denzel Washington movie "Fallen" was filmed extensively in Philadelphia, and features scenes of SEPTA trains at 30th Street Station. Manayunk station is also shown.R5 southbound express #511 snagged the catenary near Gwynedd Valley on the morning of January 27, delaying numerous other trains. The six-car train of Budd Silverliners limped as far as Glenside with four damaged pantographs.....Welded rail work on the R6 Norristown Line began last month.

The long-expected restoration of historic Strafford station in Chester County should get underway this spring. A total of \$1.9 million has been set aside for the project, which will restore and air-condition the 1876-vintage building with its distinctive exterior, improve the platforms, rebuild the sheds and widen the below-track walkway.....SEPTA will acquire privately-held land at the North Wales (R5) and Spring Mill (R6) stations to create added parking space.

On January 16 the much-publicized Hard Rock Cafe opened its doors to waiting crowds in the former Reading headhouse building at 12th & Market Streets, which should create additional traffic for SEPTA's nearby Regional Rail and subway lines. The 1893 headhouse is being redeveloped with \$58 million in private and public funding, the City is spending \$8 million to improve public areas and SEPTA has installed a new stairway to Market East Station at a cost of \$291,000. The adjacent Marriott Hotel will lease the upper floors for luxury suites, with Marriott eventually expected to purchase the building.....PennDOT last month said that it will begin its \$180-million improvement project on the Route 309 Expressway in Montgomery County next year. The work, which will widen lanes and rebuild ramps on the notorious highway, is expected to require five years and may result in more riders on SEPTA's paralleling R5 Lansdale line.

PHILADELPHIA EXPRESS (Continued from Page 3)

From all indications, SEPTA is deadly serious in its "now-or-never" drive to craft a radically new agreement with Local 234 of the Transport Workers Union, which represents 5,600 workers on the City Transit Division. In preliminary negotiations the two sides appear to be poles apart in their positions, with SEPTA demanding a laundry list of changes in employee work rules to "modernize" the system, and the union resisting the demands. The current base wage is \$17.72 per hour, but at this stage the issue of pay rates has not been discussed. A coalition of elected officials, labor leaders and consumer activists increased the rhetoric quotient with charges that management is trying to "beat up" the workers and dismantle the system through privatization. Chief SEPTA Negotiator David L. Cohen didn't help matters when he remarked that the present situation is "a classic case of the inmates running the asylum," a phrase which General Manager Jack Leary later said he would not have used. (Cohen is Mayor Rendell's former chief of staff, and presumably was hired by SEPTA to gain the backing of the City for its position.) Meanwhile, hanging over the proceedings like a winter storm cloud is the threat of a strike on March 15, when the current contract expires.



SEPTA's Five-Year Plan for Strategic Change, briefly described in the January Cinders, was approved by the SEPTA board last month and becomes the blueprint for the agency's long-term survival. SEPTA says the major goals of the plan are to boost ridership and revenue, increase service quality and customer satisfaction, improve safety, cut costs and raise productivity. If this is not done and done quickly, SEPTA projects that its cumulative operating deficit after subsidies will explode to more than \$350 million by the year 2003. In his "SEPTA at the Crossroads" presentation before groups of public officials and private citizens, General Manager Leary declared that "every aspect of the business must be re-evaluated and reorganized if SEPTA is to survive over the next five years."

Declaring that the system is "living in the past and on borrowed time" as it faces the 21st Century, Leary said that both labor and management must share in the needed changes. A completely revised labor contract would eliminate obsolete work rules that inflate costs--many of them dating to the 1940's and '50's--but that no present employees would be laid off. For example, he said that with the planned start of automated fare collection using magnetic cards, subway booth clerks would be converted into customer service agents who assist and direct passengers. It is absolutely essential that SEPTA increase its relevance to the community or it is in danger of going the way of the Detroit system. In fact, SEPTA's daily ridership has declined by more than 21 percent over the past ten years, representing an annual revenue loss of \$74 million. SEPTA is demanding a new five-year contract, rather than the traditional three-year, to match the five-year strategic plan. "We will get a new contract with the union," Leary said. "The only question is whether it will be before or after a strike." Everyone hopes the first scenario will prevail, because the two-week walkout in 1995 produced a permanent five-percent drop in ridership. (Copies of the Five-Year Plan highlights will be available at the February 20 Chapter meeting.)

December was a relatively good month for SEPTA. "Linked" ridership (meaning that each one-way journey on single or multiple vehicles is counted as one passenger trip) reached 687,000, exceeding budget projections by 4.4 percent. Regional Rail was the best performer with 84,000 daily passengers, 9.6 percent over budget and 8.6 percent higher than in December 1996. City Transit handled 558,000 daily riders, 3.9 percent over budget and 1.2 percent higher than last year. Senior citizen ridership, however, is down substantially, possibly due to a new method of counting passengers. The deficit for the month after subsidies is expected to be \$1.3 million, and the deficit for the first six months of Fiscal Year 1998 was \$5.1 million. Operating revenue for the month before subsidies was \$27.2 million, and for the year \$174.1 million.

SEPTA intends to go out for bids this year on 155 new 60-foot articulated buses, as part of its plan to reduce crush loads on some major routes. This will also be the year for bids on about 15 articulated trolleys for the subway-surface lines (the exact count still to be determined), with a like number of Kawasaki cars to be refurbished for service on the reopened Girard Avenue Light Rail Line. Delivery is expected in 2001.....To relieve crowding in rush hours, SEPTA will add four cars to the subway-surface lines effective with the February 8 schedule change, for a total of 93 cars out of the fleet of 112.

The West Philadelphia detour route is to resume next month on Route 13, SEPTA's heaviest subway-surface line, so that PennDOT can begin work on replacing the Chester Avenue bridge over the Media rail line. The detour will be the same as last year's, via 49th Street, Woodland Avenue and the rejuvenated track on 58th Street between Woodland and Chester.....Bowing to customer pressure, SEPTA in December resumed direct service between Fern Rock/Olney and 8th Street via the Ridge Avenue spur. Also revised was the Market-Frankford Line timetable, correcting the backward listing of stations on the eastbound panel (see December Cinders)..... SEPTA will save about \$50 million by scaling back its plans for an automatic train control system in the Broad Street subway. Instead, it will settle for upgrading the present wayside signal system.....Railway Age Magazine lists a total of 496 new and rebuilt passenger cars delivered in 1997 to U.S., Canadian and Mexican systems, versus 719 in 1996. The order backlog now stands at 2,891 cars.

SEPTA should play a major role in bringing people to a planned Promise Keepers rally at Veterans Stadium in South Philadelphia next July. The evangelical men's organization expects to draw thousands to the two-day event.....In addition to the well-known Cross County and Schuylkill Metro studies now in progress, SEPTA plans to look at several other possible service extensions. Among them are a branch of Route 100 to the King of Prussia Plaza, the R3 rail line from Elwyn to Wawa, rapid transit service to the Far Northeast and the resumption of passenger service on the ex-Reading Bethlehem branch. There are no ongoing studies concerning revival of the moribund Newtown Line.

SEPTA may benefit from President Clinton's \$100-million proposal to fund new "reverse-commute" services in major metropolitan areas during FY 1999 beginning in October. The aim is to make it easier for inner-city residents being purged from the welfare rolls to reach suburban job locations. Both of Pennsylvania's

PHILADELPHIA EXPRESS (Continued from Page 4)

Senators, supported by Philadelphia Mayor Rendell, are pushing for an even higher appropriation to fill the need. "Adequate transportation and day care are critically important in getting people from welfare to work," said Senator Rick Santorum, a conservative who has long advocated a reduction in welfare rolls.....SEPTA is advertising for bids on its proposed North Philadelphia Transportation Center, which would interface between subway, bus and rail lines in the Broad & Lehigh area.



ADtranz was the successful bidder to supply the seven diesel MU trainsets that PennDOT intends to purchase for AMTRAK's Philadelphia-Harrisburg service (see separate story elsewhere in this issue). But the parties are still dickering over the final cost, and by late last month no contract had been signed. Preliminary drawings indicate the cars would be similar to the Flexliner demonstrator sets which operated in the U.S. and Canada last year, but they would be painted in a Pennsy-style tuscan red and lettered "Pennsylvania." Delivery is expected in 30th months.....AMTRAK's Harrisburg line could be considered almost a "linear historical park," a living museum of railroad technology. With its 1930's-vintage electric catenary, miles of jointed rail, wood ties, one-way signaling, lineside towers and century-old station buildings, it is little changed from the Pennsylvania Railroad mainline that it was 50 years ago. It's true that some track has been removed, but the last right-of-way relocation occurred well before the sinking of the Titanic!

The New York Times reported last month that President Clinton's budgeteers want to eliminate all operating subsidies for AMTRAK in FY 1999, though Amtrak has sought \$376 million. The Administration's idea reportedly is to charge operations to the \$2.3 billion in capital funding granted by Congress last fall, but Senators from Northeast Corridor states vowed to fight any such action.....That AMTRAK reauthorization bill referred to in the January Cinders was officially titled the "Amtrak Reform & Accountability Act"..... New collision protection regulations for passenger cars took effect on January 1, but apply only to cars ordered after next January 1.

AMTRAK is offering free first-class tickets to shippers who use its new Amtrak Express freight service for the first time, the tickets to be used on the same trains that carry the customer's carload or truckload cargo. This "express" service has provoked controversy, after some freight railroads complained that Amtrak is trying to compete with them.....AMTRAK's shrinking fleet of F40 locomotives has been seen rarely in Philadelphia since last September, when Amtrak assigned nine of its new P42 units to Harrisburg and Pittsburgh trains.....Ex-AMTRAK F40 #292 is being rebuilt into a power unit by CONRAIL's Juniata shop for a Pandrol-Jackson rail grinding train (Harrisburg Chapter NRHS).

AMTRAK has approved the design of its new American Flyer high-speed trainsets, each of which will include two power cars, a first-class car, a cafe car and four business-class coaches. The power cars are being built by Bombardier at Plattsburgh, NY and the coaches at Barre, VT. The first completed set will undergo a four-month test period at the AAR facility near Pueblo, CO, then tested along the Northeast Corridor. Boston-Washington high-speed service is to begin in late 1999 (Amtrak).....AMTRAK is advertising its new connection at Baltimore with MTA's Central Light Rail Line, giving access to the Inner Harbor tourist area..... AMTRAK may begin a Thruway bus service between 30th Street Station and the Lehigh Valley. Bieber buses now stop at 30th Street (Howard Bender).....AMTRAK, PennDOT and the Red Rose Transit Authority are planning a new Keystone Service stop at Paradise, PA for transfer to the STRASBURG RAIL ROAD and the many Dutch Country tourist attractions (Railpace).



CONRAIL has started assembling 15 SD70MAC locomotives at Juniata shop, Altoona, from "kits" supplied by EMD. In late January units 4130, 4131, 4132 and 4133 were on the floor. Twenty-four DC-powered SD70's will follow this order. Though all units will be painted in Conrail blue, CSX will get the AC's and NORFOLK SOUTHERN the DC's if the takeover of Conrail is approved later this year.....CONRAIL's present fleet of 30 SD80MAC units is now expected to be split between CSX (13) and NS (17). Unless they are resold, these will be the first AC-powered locomotives on NS..... CONRAIL has redesignated its Delair branch from "CP Park" (Park Junction) in Philadelphia to "CP Hatch" interlocking near Camden via the Delair bridge as a part of the Trenton Line.....CONRAIL issued employee timetable #6 effective January 15, very likely the last timetable to bear the Conrail name..... CONRAIL reports that in 1997 it helped attract more than \$1.3 billion in capital investment for industrial projects across its 12-state system, generating some 7,200 jobs.

NJ TRANSIT's fleet of 17 F40 diesels looks to have a secure future, as the 1981-built EMD's are being overhauled at CONRAIL's Juniata shop. The units are being outfitted with Caterpillar head-end power units (Trains).....Last fall NJT began construction of a new station along the Northeast Corridor in Hamilton Township, east of Trenton (Jersey Central Chapter NRHS).....NJT is installing ditch lights on its fleet of Comet control cars, but has yet to install them on the Arrow III MU's. The new lights are required under Federal rules (ERA).....NJT is studying the feasibility of running commuter trains as far as Flemington over CONRAIL's Lehigh Line (Jersey Central Chapter).....Last July and August were the best ridership months in the history of NJT's Atlantic City Line as 103,223 passengers rode in July and 100,131 in August. Through October the line handled 835,584 passengers in 1997 compared with 818,535 for the same period in 1996 (Railpace).....During the Christmas season Lionel was offering a limited-edition NJ TRANSIT model trainset.

To end a bidding war, Bethlehem Steel and Allegheny Teledyne last month struck a deal to divide Lukens Steel between them (see January Cinders). Bethlehem will buy the Coatesville-based Lukens for \$740 million, then sell its stainless-steel operations to Allegheny for \$175 million. Most of the Lukens stainless and plate mills at Coatesville, Conshohocken and elsewhere thus will remain in operation, but it is uncertain how many of the 3,500 Lukens employees will lose their jobs.....Emons Transportation Group of York, which in December created PENN EASTERN RAIL LINES to buy EAST PENN RAILWAYS and affiliated shortlines in eastern Pennsylvania, is expected to furnish Penn Eastern with at least two GP9 locomotives from its YORKRAIL operation. Penn Eastern inherited eight units from the East Penn group, but there are few spares. The acquired lines handle about 2,500 cars annually with revenues of \$750,000 (see January Cinders).



In times of severe weather, Amtrak's Northeast Corridor may implement one of two levels of severe weather service plans. In the "severe" weather level, Amtrak will try to provide hourly service between Washington and New York (alternate trains continuing on to Boston). Shuttles would operate between Springfield and New Haven and from Washington south.

The "extreme" weather plan is similar, except Washington-New York service would be every two hours (running through to Boston). To avoid confusion, plans will be announced at 3:00 AM on the effective date and will remain in effect for a full 24 hours, so passengers are aware of when trains will be running on any specific date.

The new Consolidated National Operations Center has recently been commissioned at Wilmington, DE, replacing facilities in Baltimore and Philadelphia. The building is located between the Christina River and the Amtrak mainline.

GEC Alstom is supplying control, propulsion and ancillary equipment to overhaul 30 of Amtrak's 52 AEM-7 electric locomotives (there is also an option to include the remaining 22 units).

A derailment and rerailed of a 1400-series MHC has caused a rift between several railroads, which ultimately banned their use and Amtrak, which contended the cause was Conrail's track. For the moment, the 70-odd cars are limited to the Northeast Corridor.

Some of the 50 green box cars in express service have been sent to Beech Grove for repainting, so if you see one, get your photos now. By now, all box cars and RoadRailers on order should have been delivered, with the last examples being the eight ReeferRailers and six CouplerMates. Look for RoadRailers on today's Lake Shore Limited between Albany and Chicago. Because the cars must be added after the train leaves Albany station, the train now runs 20 minutes later between Schenectady and Chicago. Eastbound, they are set off just before arrival at Albany, so schedules are not materially affected. Of course, private cars can no longer operate on the rear of this train.

The Florida Fun Train has been operating with only a portion of its planned consist and some of the cars may not have been completed by Rader Railcar. The consist often includes leased Amtrak baggage car 1004, which normally operates with cars 9001, 9003, 9011, 9012 and 9014. Car 9002 last ran December 2 and 9013 on January 2. Three specially-painted F40's have been leased from Amtrak.

Amtrak West's "swing fleet" operated its last trip between Portland and Seattle on December 21 (a football special to a Seahawks game). Thereafter, nine Amfleet cars were transferred to Emeryville, CA while Amcafe 43040 and three Horizon cars were added to the San Diegan pool. The cars at Emeryville, aided by full dome 10030 and a Horizon food service car, formed the annual East Bay Rotary special to Reno and would then go on to equip this season's Reno Fun Train and Reno Ski Train. Also in the West, the first morning westbound Capitol and the last evening eastbound counterpart have been extended from Roseville to Colfax via Rocklin and Auburn.

Bytown Railway Society's Branch Line (Ottawa, Ontario) reports that VIA Rail Canada's Chaleur ran several times as a separate train to Gaspé over Christmas (it usually separates from the Ocean at Matapédia). A typical consist included an F40, baggage car, three coaches, Skyline dome-diner-lounge, diner, four sleepers and a dome-sleeper-observation. The usual Chateau-class sleepers assigned to the Ocean and Chaleur trainsets were augmented by at least five Manor-class cars (so roomettes and compartments were temporarily added to the accommodations availability).

Thirty years ago, the Florida Special, operated by Seaboard Coast Line, was running out its lone season with a sleeper-observation. For the first part of the year, Louisville & Nashville cars Royal Canal and Royal Street (late of Gulf Wind fame) shared duties with Pennsy sleeper-lounges Catalpa Falls and Larch Falls. These latter two cars were replaced on February 1, 1968 with the Mountain View and Tower View. These had been stored since the Broadway Limited had been combined with the General the previous December.

The last all-Pullman Broadway at Newark, NJ on December 12, 1967 had GGI #4912, Conewago Creek, Kankakee Rapids, twin-unit diners 4620-4621, Imperial Hills, Kaskasia Rapids, Lehigh Rapids and Mountain View. It was common at this time to operate "holiday specials" to Florida around Christmas, and the 1967 season saw a coach-sleeper train operate on December 21, 22 and 23. Sleepers were heavily Pennsylvania Railroad, including Falls-series bedroom-lounges, several Creek-class cars with duplex single rooms and Imperial-class cars.

Forty years ago this winter, Philadelphia's streetcar service was in some turbulence. Route 6 was beginning its final days as the through car line to Willow Grove via Ogontz Avenue. Route 17 had converted at the end of December, 1957, with the associated Route 32, as they closed out both the use of Peter Witt cars and streetcars on Market Street. Both originated at Front and Market or could turn back at City Hall. The Route 17 went to "Johnston St. via S. 19th St." and the 32 to "Shunk St. via S. 19th St."

Route 20 had ceased to operate on the long Broad & Olney to Naval Base route, and Route 41 was discontinued over the short West Philadelphia route from 63rd & Malvern to 63rd & Market. On August 11, 1957, Route 46 between 63rd & Malvern and 58th & Woodland had closed out double-end car operation in Philly. For the record, bus conversion dates were: Route 6, June 8, 1958 (Cheltenham Avenue-Willow Grove); Route 17, December 29, 1957; Route 20, discontinued December 28, 1957, as was Route 32. Route 41 was discontinued on August 10, 1957, and Route 46 was converted to bus on August 11, 1957.

And, believe it or not, it has been 40 years since the Pennsy received its six Budd-built Pioneer III electric MU's. Originally numbered 150-155, later 294-299 and finally 244-248 (one was written off), all are still stored at Wayne electric shop with no disposition known at this time. (Continued on Page 7)

Private Group Bids for Harrisburg Service

by Frank Tatnall

A start-up organization known as Railway Service Corp. is seeking to privatize the Philadelphia-Harrisburg Keystone Service now operated by Amtrak.

In an announcement last month, Railway Service President Scott R. Spencer of Wilmington said that his five-year-old organization has developed a plan to operate fast hourly trains over the 104-mile route between Philadelphia's Suburban Station and the state capital, using four-car trainsets of former Jersey Arrow II electric MU cars. At \$155,000 per car, Railway Service was the high bidder for 40 of the 1975 General Electric-built cars recently declared surplus by NJ Transit. Most funding for the project, estimated at \$25 million, will come from Maryland venture capitalists, Spencer said. Significantly, he revealed his proposal on January 15, the 60th anniversary of the date when the Pennsylvania Railroad inaugurated electrically-powered service to Harrisburg. Spencer once was employed both by SEPTA and PATCO, and now is a consultant for Parsons Brinckerhoff.

To be dubbed "Diamond Railway," the proposed operation received prominent coverage in the Philadelphia Inquirer, Harrisburg Patriot-News, Daily Local News of West Chester and other newspapers. Longtime Philadelphia Chapter Member Bill Vigrass, an officer of Railway Service Corp., spoke at the Chapter's January 16 meeting in the first airing of the plan in a public forum. He emphasized that the new group would be a "tenant" on the line, pay a fee to Amtrak for trackage rights and electric power and cover all "above-the-rail" costs such as crew wages, car maintenance and advertising. (Diamond Railway would hire union crews, avoiding any confrontation with Amtrak's labor organizations.) Fares would be no higher than Amtrak's, he said, and food service would be available.



But it still would be the responsibility of Amtrak, as owner, to maintain the track, catenary and most stations. To help finance this work, Railway Service will ask PennDOT to continue the \$2.6-million subsidy it is now paying Amtrak for operating expenses but to divert the funds to infrastructure improvements. Much of the two-track railroad west of Lancaster still consists of jointed rail, with train speeds restricted to 60 or 70 mph, and virtually the entire line is controlled by lineside tower operators rather than from Amtrak's state-of-the-art CETC center in 30th Street Station which directly manages the Northeast Corridor mainline.

Nevertheless, Railway Service plans to run its trains appreciably faster than Amtrak's present two-hour-and-ten-minute schedule between 30th Street and Harrisburg. The proposed schedules call for "express" trains (stopping only at 30th Street and Paoli, Lancaster and Harrisburg) to cover the distance in one hour and 36 minutes, and "local" trains in one hour and 43 minutes. Nineteen daily round-trips would be run between 5 AM and 11 PM, compared with the seven diesel-powered trains now carded by Amtrak. Service is projected to begin in about a year, after the Jersey Arrows receive a heavy overhaul--including improved interior accommodations--at the ADtranz shop in Elmira Heights, NY. The two longer-distance trains, Pennsylvanian and Three Rivers, would continue to be operated by Amtrak.

Founded in 1992, Railway Service originally proposed running through trains between Harrisburg and New York via SEPTA's center-city tunnel, Jenkintown and Morrisville, but that scheme appeared to be infeasible due to the absence of electrical catenary on Conrail's Morrisville Line. (The group even toyed with the idea of leasing high-speed X-2000 trains for the service.) It is uncertain what effect the loss of through traffic from New York would have on the viability of the Harrisburg operation.

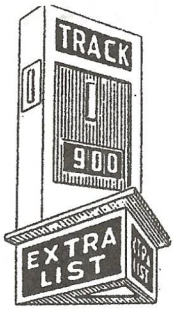
Press reports indicate that preliminary discussions have been held with Amtrak officials, whose reaction is described as "cool." An Amtrak spokesman was quoted as saying the concept "needs to be developed much further than they have developed it. We asked them for more information."

Likewise, officials of SEPTA's Railroad Division are aware of the plan but thus far have made "absolutely no commitments." While two new trains each hour could probably be handled with little or no delay in Suburban Station, there is some concern that during rush hours they might interfere with SEPTA's busiest route, the R5 service to Paoli, Downingtown and Thorndale. Railway Service also would contract with SEPTA to maintain its cars at the Overbrook shop, requiring that additional personnel be hired. Spencer describes PennDOT Deputy Secretary Rick Peltz as being "interested" in the proposal, but again no commitments have been made. Currently, PennDOT still intends to proceed with the purchase of seven diesel MU trainsets for the Keystone Service, although Spencer points out these could be reassigned elsewhere in the State.

While there obviously is a large untapped market for rail service between Philadelphia and Harrisburg--the line carried 1.3 million passengers in 1980 but only 635,000 last year--the success of this venture may depend on whether new management can market the service while keeping costs in check. But these entrepreneurs may not get the chance to prove themselves unless the various government entities view Diamond Railway as an important test case for privatized passenger transportation.

ON THE SCENE (Continued from Page 6)

On a personal note, a word of caution to our readers: all too often, entries on the Internet must be taken with a dash of skepticism. As an example, a railfan from Georgia posted a message detailing Amtrak changes to its Florida service. The story was a complete fabrication but resulted in a number of calls by concerned rail enthusiasts and wasted time attempting to clear up the rumors. The author then tried to laugh the entire situation off as a rather early April Fool's joke. Not very funny, to be sure!



FEBRUARY 7-8, 1998: Greenberg's Great Train, Dollhouse & Toy Show at Fort Washington Expo Center, 1100 Virginia Drive, Fort Washington, PA, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 children (6-12), with admission 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 booth at this show.

FEBRUARY 12: "Art for the Chessies," exhibit of 12 works commissioned by the C&O Railway in the 1940's begins at the B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD. Regular admission charges apply. For information, telephone 410-752-2490.

FEBRUARY 21: "Snow Train to Vermont" excursion from Boston, MA to Brattleboro and Bellows Falls, VT, sponsored by Mass Bay RRE. Amtrak special will leave South Station at 7:45 AM, making additional stops enroute to Bellows Falls via Conrail's Boston Line to Palmer and New England Central. Train will return to Boston about 9 PM. Numerous optional activities available at destinations. Rail fares: \$65 adults, \$35 children (5-12). There is additional cost for side trips. Order tickets from: Mass Bay RRE, P. O. Box 4245-BV, Andover, MA 01810-0814, enclosing stamped, self-addressed envelope. For further information, telephone 617-489-5277.

FEBRUARY 21-22: Greenberg's Great Train, Dollhouse & Toy Show at South Jersey Expo Center, Route 130, Pennsauken, NJ, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 ages 6-12, with admission good both days. For information, call 410-795-7447 or visit Greenberg's web site at www.greenbergshows.com. Philadelphia Chapter will be represented at this show.

FEBRUARY 28: EastRAIL '98 multi-media sound and slide presentation at Bergen County Technical School, 200 Hackensack Avenue South, Hackensack, NJ, 10 AM-6 PM, sponsored by United Railroad Historical Society. Ample free parking available. Former Railfan & Railroad Editor Jim Boyd will be master of ceremonies for ten separate presentations ranging from Canadian National snowplow action to railroads of Texas and Oklahoma. Tickets priced at \$10 per person in advance, \$12 at door. Order tickets from: URHS-NJ, P. O. Box 711, Clark, NJ 07066-0711, enclosing stamped, self-addressed envelope. Information and credit card orders may be obtained by telephoning 907-671-9644.

MARCH 1-8: Philadelphia Flower Show at Pennsylvania Convention Center, 12th & Arch Streets, Philadelphia. SEPTA is offering a special Bouquet Pass for \$22.50 which includes adult admission to the Flower Show and unlimited riding for the day on all SEPTA Regional Rail or transit lines. SEPTA also sells discount Flower Show tickets for \$15.50 (50 cents off the regular weekday adult admission and \$2.50 off the weekend admission price). Children under 12 are charged \$8. Tickets may be purchased at Regional Rail stations, the Transit Museum Store and SEPTA sales offices. For information, telephone SEPTA at 215-580-7800 (web site www.septa.org).

MARCH 8: Train Show at Mother Seton High School, Garden State Parkway Exit 135, Clark, NJ, 9 AM-3:30 PM, sponsored by Jersey Central Chapter NRHS. Show features operating layouts, trainset raffle, circus train exhibit and sales of model trains, railroad books and collectibles. Ample free parking available. Admission: \$4 adults, children under 12 free, maximum \$8 per family.

MARCH 16: "Plying the Waters of the Delaware River" illustrated talk by Francis M. Carlin, chairman and CEO of Wilson Cruise Lines, at the main campus of Delaware County Community College, 901 South Media Line Road, Media, PA, starting at 7:30 PM. Admission free. This is part of lecture series "Getting Around: Transportation in Delaware County through the Centuries," sponsored by Delaware County Historical Society. For information, telephone 610-359-1148.

APRIL 20: "The Railroads Come to Delaware County" illustrated talk by noted Artist and Historian Ted Xaras, at the main campus of Delaware County Community College, 901 South Media Line Road, Media, PA, starting at 7:30 PM. Admission free. This is part of a lecture series "Getting Around: Transportation in Delaware County through the Centuries," sponsored by Delaware County Historical Society. For information, telephone 610-359-1148.

APRIL 25-26: "All Aboard Days" at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, featuring live steam operation, 10 AM-5 PM. Regular admission charges apply. For information, telephone 410-752-2490 (web site www.borail.org).

MAY 16: 10th annual Delaware Transportation Festival at Amtrak station, Wilmington, DE, 10 AM-5 PM, sponsored by DeIDOT in cooperation with Amtrak. Admission free. Displays include contemporary and vintage railroad equipment (the NRHS-owned Reading FP7 units may be present again), transit vehicles, antique autos, model railroad layout, local exhibits and railroadiana sales tables (Philadelphia Chapter will be represented). SEPTA again is expected to provide train rides.

MAY 16: Rail Expo at Haluwasa Shoreline two-foot-gauge railroad at Camp Haluwasa, off Route 30, Ancora, NJ. For information, telephone 609-561-3081.

MAY 16-17: Spring Open House at Reading Society of Model Engineers 15-inch-gauge Laurel Run Railroad off Mount Laurel Road, Temple, PA, 12 Noon-5 PM. Admission by donation. Live steam and diesel-powered trains will operate. For information, telephone 610-929-5444.

MAY 16-17: Railroad/Transpo Heritage Days at Hagerstown Roundhouse Museum, 300 South Burhans Blvd., Hagerstown, MD, 10 AM-5 PM. Admission: \$3 adults, 50 cents children (12 and under). Features include miniature steam railroad rides; model trains; locomotive, caboose, antique truck and fire engine displays; plus food and gift shop. For information, telephone 301-739-4665.

LATE NEWS: Central New York Chapter has announced an addition to the 1998 NRHS convention program, as listed in the insert to National Railway Bulletin No. 5. On July 6-7, a two-day diesel-powered excursion will be operated from Syracuse, NY to Scranton, PA and return via Susquehanna and Canadian Pacific, using Susquehanna equipment and private cars.

Update of Shortline/Regional Railroad Rosters

The following additions and changes should be made to the shortline and regional railroad rosters as published in the five previous issues of Cinders:

	<u>BELVIDERE & DELAWARE RIVER RAILWAY (BDRV), Milford, NJ</u>					
Add	780	B-B	GP7	D/E	EMD	1950 Former Amtrak 780
Delete	1849	GP9	Transferred to Black River & Western			
	<u>BLACK RIVER & WESTERN RAILROAD (BRW), Ringoes, NJ</u>					
Delete	780	GP7	Transferred to Belvidere & Delaware River			
Add	1849	B-B	GP9	D/E	EMD	1955 Former BDRV 1849
Delete	<u>BRISTOL INDUSTRIAL TERMINAL RAILWAY (BITY), Bristol, PA</u> Railroad and locomotives transferred to Penn Eastern					
Delete	<u>CHESTER VALLEY RAILWAY (CHTS), Bridgeport, PA</u> Railroad and locomotive transferred to Penn Eastern					
	<u>EAST PENN RAILWAYS (EPRY), Quakertown, PA</u>					
Add	22	B-B	GP7	D/E	EMD	1950 Former Maine Central (Guilford) 22 (Note)
Delete	44	50-ton Transferred to Penn Eastern				(NOTE: Leased from private individual)
Delete	52	SW900M Transferred to PRL				
Delete	54	GP10 Transferred to PRL				
Add	57	B-B	RST	D/E	Alco	1948 Former Black River & Western 57 (Note)
Delete	<u>LANCASTER NORTHERN RAILWAY (LANO), Denver, PA</u> Railroad and locomotives transferred to Penn Eastern					
	<u>NEW JERSEY TRANSIT RAIL OPERATIONS (NJT), Kearny, NJ</u>					
Add	4431	B-B	ALP-44**	Elec	ADT	1997
	<u>NITTANY & BALD EAGLE RAILROAD (NBER), Bellefonte, PA</u>					
Change	1604	GP10	Renumbered from 7569			
Add	<u>PENN EASTERN RAIL LINES (PRL), East Greenville, PA (Note 1)</u>					
	44	B-B	50-ton	D/E	GE	1951 Former East Penn 44
	52	B-B	SW900M	D/E	EMC	1937 Former EPRY 52
	54	B-B	GP10	D/E	EMD	1956 Former EPRY 54
	57	B-B	GP10	D/E	EMD	1956 Former Lancaster Northern 57
	75	B-B	GP16	D/E	EMD	1956 Former LANO 75 (Note 2)
	253	B-B	U28B	D/E	GE	1966 Former Bristol Industrial Terminal 253 (Note 3)
	261	B-B	U28B	D/E	GE	1966 Former LANO 261
	8203	B-B	NW2	D/E	EMD	1948 Former BITY 8203
	9008	B-B	NW2	D/E	EMD	1947 Former Chester Valley 9008
	Note 1: Locomotives also based at Boyertown, Bristol, Bridgeport, Denver, Tipton, PA					
	Note 2: Leased from private individual					
	Note 3: Owned by private individual					
	<u>YORKRAIL (YKR), York, PA</u>					
Add	1750	B-B	GP9	D/E	EMD	1956 Former Baltimore & Ohio 6544
Change	1754	Should be listed as GP9				
Change	1756	Should be listed as GP9				

ABBREVIATIONS:

- D/E - Diesel-electric
- ADT - ADtranz (Sweden)
- Alco - American Locomotive Company
- EMC - Electro-Motive Corp.
- EMD - Electro-Motive Division, General Motors Corp.
- GE - General Electric Company
- ** - Equipped with head-end power

SOURCES

- Jersey Central News, Jersey Central Chapter NRHS
- J. B. Kirk
- Penn Eastern Rail Lines
- Cinders Staff

"RAIL WHALE" GOES TO STRASBURG

An experimental jumbo tank car built by the Pennsylvania Railroad in 1966 was donated by Conrail last month to the Railroad Museum of Pennsylvania at Strasburg. Named the "Rail Whale" in an employee contest, the pioneering 38,000-gallon six-axle car was built at the PRR's Samuel Rea shop in Hollidaysburg, PA. The railroad did not intend to go into the tank car business, but built the "Whale" to demonstrate the feasibility of high-capacity cars to gain a larger share of the chemical industry's transportation business.

It is uncertain how long the huge pressurized car was used in revenue service, but in recent years Conrail had used it for fuel storage at South Philadelphia. Numbered PRR 500001, the car and sister 500000 were never duplicated. Chapter Member and Conrail Manager Eric Levin helped arrange the donation and movement of the "Whale".

The museum also recently received a four-wheel ex-Lehigh Valley bobber caboose, now displayed inside the Rolling Stock Hall, from a Williamsport donor.

Conrail Locomotive Roster

(Corrected to January 15, 1998)

ROAD NUMBERS	MODEL	BUILDER	YEAR BUILT	HORSEPOWER	WHEEL ARRANGEMENT	UNITS	NOTES
700-739	C40-8W	GE	1994	4000	C-C	40	1, 2, 3
1003-1018	MT4	Alco	1957		B-B	4	4
1100-1128	MT6	Alco	1958		C-C	29	4
1600-1699	GP15-1	EMD	1979	1500	B-B	100	
1900-2023	B23-7	GE	1978-79	2250	B-B	106	
2030-2040	B30-7R	GE	1972	3000	B-B	11	5
2800-2816	B23-7	GE	1977	2250	B-B	11	
3275-3403	GP40-2	EMD	1973-80	3000	B-B	124	
4020-4022	E8A	EMD	1951-52	2400	A1A-A1A	3	6
4100-4129	SD8OMAC	EMD	1995-96	5000	C-C	30	2, 7, 8
4130-4144	SD7OMAC	EMD	1998	4000	C-C	15	2, 7, 9
5000-5059	B36-7	GE	1983	3600	B-B	56	
5060-5089	B40-8	GE	1988	4000	B-B	30	
5500-5574	SD60M	EMD	1993	3800	C-C	75	2
5575-5654	SD60I	EMD	1994-95	3800	C-C	80	2
6000-6021	C39-8	GE	1986	3900	C-C	22	
6025-6049	C40-8	GE	1989	4000	C-C	25	
6050-6285	C40-8W	GE	1990-94	4000	C-C	236	2,10
6358-6524	SD40-2	EMD	1977-79	3000	C-C	165	
6550-6599	C30-7A	GE	1984	3000	C-C	50	
6610-6619	C32-8	GE	1984	3150	C-C	10	11
6620-6644	C36-7	GE	1985	3750	C-C	25	
6654-6666	SD45-2	EMD	1972	3600	C-C	12	
6700-6834	SD50	EMD	1983-86	3500/3600	C-C	135	
6840-6867	SD60	EMD	1984-89	3800	C-C	28	
6925-6959	SD38	EMD	1970	2000	C-C	34	
6960-6999	SD40-2	EMD	1966-71	3000	C-C	40	12
7600, 7604	GP38	EMD	1967	2000	B-B	2	13
7656-7939	GP38	EMD	1969-71	2000	B-B	133	
8040-8281	GP38-2	EMD	1972-79	2000	B-B	235	
9400-9422	SW1001	EMD	1973	1000	B-B	21	
9503-9620	SW1500	EMD	1966-73	1500	B-B	75	
TOTAL CONRAIL UNITS						-	1962

NOTES

- Certain number blocks are not complete
- 1 - Built for lease fleet
- 2 - Widenose units
- 3 - Units carry "LMS" reporting marks
- 4 - Slug units converted by CR, GE 1978-79
- 5 - Rebuilt by GE from U23B's, 1989, upgraded to 3000 hp by CR, 1993 (Acquired from Monogahela Ry.)
- 6 - Assigned to office car specials
- 7 - AC-drive units
- 8 - Units 4128, 4129 built as EMD demonstrators, 1995
- 9 - Units being assembled at CR Juniata shop, Altoona, PA, from EMD kits
- 10 - Units 6266-6285 renumbered from 740-759, 1997
- 11 - Painted gray, lettered "Ballast Express"
- 12 - Rebuilt by CR from SD40's, 1993
- 13 - Overhauled by CR, 1993 but program terminated (Units acquired from CSX)
- B-B refers to 4-axle units
- C-C refers to 6-axle units
- A1A-A1A refers to 6-axle units with center idler axles

BUILDER ABBREVIATIONS

- Alco - American Locomotive Company/Alco Products, Inc.
- CR - Consolidated Rail Corp.
- EMD - Electro-Motive Division, General Motors Corp.
- GE - General Electric Company

SOURCES

- Conrail
- Extra 2200 South Magazine
- J. B. Kirk
- Cinders staff

Thanks for Saving Genuardi's Tapes During 1997!

Philadelphia Chapter members have assisted our chapter in earning extra funds for the ongoing restoration of former Reading FP7 #903, by saving Genuardi's Family Markets cash register tapes for redemption. During 1997, members turned in and we redeemed more than \$49,000 worth of tapes, providing the Chapter with some \$493.00 in cash for our projects.

This highly successful program is continuing in 1998, coordinated by Chapter Secretary Marie Eastwood, who assembles and calculates the amount of the tapes and submits them to Genuardi's on a periodic basis. Tapes acceptable for redemption during 1998 are yellow, and 1997 tapes (blue) are also valid. Tapes may be given to Marie at Chapter meetings or mailed to her home address: Marie K. Eastwood, Secretary, Philadelphia Chapter NRHS, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

The Chapter wishes to thank the Genuardi organization for their interest in groups such as ours.



805 East Germantown Pike • Norristown • PA 19401 • 1-800-238-1333

Dear Friends:

We have an exciting opportunity to raise additional funds for our group through the Genuardi's Community Cash Back Program. This program involves virtually no work for our members, yet provides cash rebates for our group to use however we see fit.

Here's how it works:

- All of us save Genuardi's receipt tapes, and ask our families, neighbors and friends to save them, too.
- Each time we meet, place the receipt tapes you have in the Genuardi's Community Cash Back collection box.
- I will gather the tapes and submit them to Genuardi's from time to time.
- Once Genuardi's receives our tapes, they will send a rebate check to us equal to one percent of the total face value of the receipts.

As you can see, it's easy! And some non-profit groups raise thousands of dollars this way every year. In fact, Genuardi's gave \$1.3 million in rebates last year, and has given more than \$14 million to non-profit groups since 1976.

Please start saving Genuardi's receipt tapes now, and ask your friends to save their tapes for you. Our group can't afford to pass up this unique opportunity.

Sincerely yours,

Marie Eastwood

Q&E Was First with "Penn Eastern" Name

The Quakertown & Eastern Railroad is the subject of this latest in a series recalling ill-fated shortlines in the Delaware Valley area.

Incorporated on the relatively late date of July 6, 1896, the Q&E was opened from Quakertown to Springtown, PA (9.4 miles) on August 18, 1898, providing freight and passenger service in connection with the Philadelphia & Reading Railway at Quakertown. A three-mile extension to Durham was opened in 1899 to serve an iron furnace and the line was completed to Riegelsville on the Delaware River in 1901, for a total of 15 miles--all of it in Bucks County. In the era before paved roads, a 1900 Official Guide published a schedule for four daily-except-Sunday round-trips between Quakertown and Furnace Junction, near Durham. By 1908, the four trains had been extended to Riegelsville, making each one-way trip in anywhere from 47 minutes to an hour's time. It is not known if there was a turntable or a wye at Riegelsville.

In August 1906 the road was leased to the Pennsylvania Eastern Railway, proving that the "Penn Eastern" name bestowed in 1997 on a shortline group north of Philadelphia is not an original one (see January Cinders). Reorganized in 1911, the already struggling company became the Quakertown & Delaware River. In July 1916 the line was sold under foreclosure and incorporated the following month as the Quakertown & Bethlehem, although it is doubtful that the new owners had any serious intentions of diverting the railroad northward to the Steel City. By 1917 the Official Guide listed the Q&B as providing freight service only with its general manager, A. W. Herbst, based in Philadelphia. By 1927 the railroad's president was identified as John M. Buckland of Allentown, who owned all of its stock until final abandonment a decade later.

Initially, the little road owned just one locomotive, one passenger car and one flatcar, although a second engine was acquired later. The rail was of the light 60-pound variety and in the latter years a total of eight persons were employed by the Q&B. (In the 1960's a Quakertown man purchased a former Buffalo Creek & Gauley 2-8-0 steam locomotive, lettered it "Quakertown & Eastern" and ran several excursions with it in eastern Pennsylvania. Francis Ede even proposed rebuilding the Q&E!)

On June 14, 1937 the Interstate Commerce Commission in Finance Docket 11433 authorized the Q&E to abandon its entire line, by that time cut back to Durham, in spite of objections from local farmers and other interests who admitted that they now used motor trucks to carry most of their business. Between 1931 and 1935, the ICC found that the railroad had suffered annual deficits of \$2,314, \$893, \$83 and \$12,010. "Continued operation of the line," said the agency, "would impose an undue burden on the applicant and on interstate commerce." The salvage value of the railroad was estimated at \$45,000, while Buckland said that he and his associates were owed more than \$250,000.

Today, few traces of the long-gone Quakertown & Eastern can be found in Quakertown or along its route, although in winter some of the embankments may be seen from Highway 212 along Cooks Creek near the Village of Durham.

Information for this article was drawn from Traffic World and Railroad Magazines and various Official Guides. The assistance of Member Paul Kutta is also acknowledged.

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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