

CUNDEERS

NOVEMBER 1998



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Volume 59

Newsletter of the

Number 10

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

MEETING NOTICE:

FRIDAY EVENING, NOVEMBER 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 (\$19.00 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 November 20, 1998 meeting features Philadelphia Chapter's RAILROADIANA AUCTION. The evening begins with our usual sit-down dinner in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$19.00 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, NOVEMBER 17, 1996 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. Thank you.

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

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

HUCKSTERING OF RAILROADIANA ON THE SIDE IN THE AUCTION ROOM IS DISCOURAGED WHILE THE AUCTION IS IN PROGRESS. Bidders are asked to pay attention while bidding and maintain a quick, steady bidding pace to enable the auction to be completed.

We urge you to dig through your attics and come up with some material for sale, and fill your wallet so you can bid! Contributions of lots to the Chapter are always welcomed as a means of raising more funds to continue the FP7 project.

We also have a large amount of donated material from the collection of Joe Mannix which we'll be selling, including such items as a 1940-vintage Maryland & Pennsylvania timetable, a 1938 Chicago transit map, and other goodies. We thank Joe very much for his generous donation of this material.

Additionally, we will be selling part of a selection of some 11 cartons of material donated to the Chapter by the family of the late Chapter Member Homer Stineman, who lived in Roslyn while here, and spent his retirement years between Florida and the Poconos. There are many vintage rail timetables from our area in this selection, and we'll lot up as many as we are able for this auction.

With this type of material, you'll want to interest a friend in attending Philadelphia Chapter's Railroadiana Auction, to be held Friday evening, November 20, 1998 in the Jefferson Alumni Hall. Come out and have an evening of fun, while adding to your railroadiana collection!

Riegel is Chapter's Latest 50-Year Member

Donald R. Riegel of Wilmington, NC, has been awarded the gold NRHS pin signifying 50 years of uninterrupted membership in the Society. A longtime resident of Philadelphia and member of Philadelphia Chapter, Don becomes the Chapter's 11th living member to reach the half-century milestone. The Chapter sends him its thanks and appreciation for his years of service.

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

Altoona Railfest Highlights New Museum, Loco Display

Railfest '98, which took place over the damp weekend of October 3-4 in Altoona, was surely the final open house there to be hosted by Conrail. This year, the Railfest was co-sponsored by the Altoona Railroaders Memorial Museum and Norfolk Southern, which soon will begin operating Conrail's ex-Pennsylvania Railroad mainline through Altoona, as well as the Juniata locomotive shop.



A highlight of the event was the new museum, opened just last spring in the former PRR Mechanics Building, with its mockup of the front end of K4 #1361 and many exhibits depicting life in the railroad town of Altoona over the past century. Amtrak also operated a series of excursions from Altoona's "Bud Shuster Intermodal Transportation Center" up the mountain via Horseshoe Curve to Gallitzin and return, using a MARC commuter train powered push-pull style by two GP39H-2 locomotives.

Meanwhile, Juniata was thrown open to the public for walking tours through the main shop building and the paint shop. Several locomotives were on outside display--some with their cabs open for inspection. Reflecting the facility's new ownership was NS C40-9W #9155 (General Electric 1998), as well as brand-new SD70 #2574 in Conrail blue and white, which will go to NS after the actual takeover of Conrail in 1999. Representing CSX was recently-completed Conrail SD70MAC #4133 in the Conrail "white-mask" paint scheme denoting AC-powered units. Both of these SD locomotives were assembled this year at Juniata from kits supplied by Electro-Motive, as part of two separate orders placed for account of NS and CSX respectively.

Also displayed were Conrail E8A #4022 (EMD 1951) in dark green paint, coupled to NS office car #21 West Virginia and two of CR's Juniata-based office cars which were open for walk-through inspection. Other locomotives placed outside were Conrail SD40-2 #6373 adorned with a special logo commemorating two million injury-free manhours worked at Juniata, CR SD38 slug mother #6943 and slug 1108, and privately-owned GE 80-tonner #99, built for the Navy in 1953 and now used occasionally as the shop switcher. Inside the paint shop was Burlington Northern & Santa Fe C44-9W #4883 in the orange, yellow and black "Heritage" paint scheme, part of a GE order for 200 additional BNSF units.

PV's Run "Farewell to Conrail" Excursion

A colorful private-car special departed from 30th Street Station, Philadelphia, on Friday morning, October 2 in an opulent salute to the departing Conrail. The American Association of Private Railroad Car Owners (AARPCO) sponsored the four-day "Farewell to Conrail" excursion, with Bennett Levin's tuscan-red Pennsylvania 120 bringing up the markers. At least one NRHS-owned car, the Piedmont Carolinas Chapter Pine Tree State bedroom-lounge, was included in the 13-car consist.

Powered by Amtrak locomotives 109 and 391 (P42 and F40), the train operated via the Northeast Corridor to Perryville, MD, Conrail's Port Road branch to Enola yard near Harrisburg, then via the Buffalo Line to Lock Haven, the Nittany & Bald Eagle to Tyrone and on to Altoona, where it laid over the first night. The next morning, passengers had an opportunity to visit the Altoona Railroaders Memorial Museum during the Railfest '98 open house, before the train departed for Pittsburgh. After circling Horseshoe Curve and plunging through Allegheny tunnel, the "private varnish" special passed Johnstown and Greensburg, operating over the Mon Line through Pittsburgh's South Side. It was parked at Amtrak's Pittsburgh station for the night.

On Sunday, the special ran via Conway yard, Youngstown and Ashtabula, OH, then eastward on the Chicago Line for an overnight at Buffalo. The fourth day, Monday the 5th, found the train winding its way through the Pennsylvania mountains on the scenic ex-Pennsy Buffalo Line via Renovo and Lock Haven to Harrisburg. The final leg of this "rare-mileage" expedition followed Conrail's Harrisburg Line via Reading, Phoenixville and--as a final treat--the West Philadelphia High Line, from which passengers enjoyed a spectacular view of center city Philadelphia before a late-day arrival at 30th Street Station.

New SEPTA Map Available by Mail

As reported in September Cinders, SEPTA has issued a revised and updated edition of its Philadelphia Street and Transit Map, showing all streets, transit lines and points of interest in the City and adjacent suburban areas. It is available for \$6.95 plus tax (\$7.45) at various SEPTA offices and sales outlets, but also may be ordered by mail. The cost is \$8.45 (including tax and handling) from: SEPTA Sales, P. O. Box 58609, Philadelphia, PA 19102-8609. It also may be ordered through SEPTA's web site at www.septa.org.



Amtrak has announced some evolutionary schedule changes for the Northeast Corridor for the October 25 time change. Among the more notable items, on a general basis, trains between New York and Boston have been re-timed to permit single track operation as needed to accommodate track and catenary work related to the new high-speed service and electrification. In this connection Train 178 will now operate between New Haven and Boston via Hartford and Springfield instead of the Shore Line to provide a construction "window". Also in New England, Trains 95, 191 and 195 will add a stop at Kingston, RI, while 177 will add New Rochelle, NY. Trains 175 and 84 will no longer stop at Old Saybrook, CT, and 170 discontinues Kingston.

South of New York, Metroliner 126 drops New Carrollton, MD as a stop, and Train 185 will stop at Newark, DE, instead of Train 173. Some trains will be re-timed to accommodate changes north of New York, too.

Clocker and Keystone Service changes will find Train 641 renumbered to 635. Train 657 will replace existing Train 43 between New York and Harrisburg, and some trains will no longer make the Princeton Junction or Cornwells Heights stop. Train 654 will replace Train 44 between Harrisburg and New York, adding some stops between Harrisburg and Paoli. On the Harrisburg line itself, Train 646 will be renumbered 606. Train 641 (leaving 30th Street at 8:15 AM Monday-Friday) will be replaced by Train 607 (leaving at 11:00 AM same days). Train 645 will no longer stop at Mount Joy, PA.

Empire Service to points north of Albany will be adjusted, with the Ethan Allen northbound running about two hours earlier Monday-Thursday. Southbound, the Saturday train will run on the same schedule as the Monday-Friday train, but the Sunday train will be about 2-1/2 hours later to accommodate skiers. The Adirondack will run on the same schedule on a daily basis, meaning an hour earlier northbound on weekends and almost three hours earlier southbound on weekends.

Some other Empire Service adjustments will see slightly faster running times, including less dwell time at Albany-Rensselaer as dual-mode P32's will run through. The new "Syracuse-Centro" station should also be open, and it is about nine minutes west of the former (DeWitt) stop. Trains 281 and 284 will now operate daily to and from Niagara Falls, and morning express train 246 from Schenectady to New York will add stops at Hudson and Rhinecliff, lengthening the schedule by 10 minutes.

A joint New York State-Amtrak program will provide upgraded Empire Corridor service over the next few years. Among the provisions will be rebuilding the five Turbo sets not already programmed for rebuilding (i.e., the 3rd to 7th five-car set). Train upgrading between Poughkeepsie and Albany should permit New York-Albany trips to take less than two hours. Plans are in the works to rebuild the movable Hudson River bridge at Livingston Avenue in Albany as well as adding a second track between Albany and Schenectady to eliminate this annoying single-track bottleneck. The Rensselaer shops are to be enlarged as well.

In addition, there are track and signal modifications proposed between Schenectady and Buffalo, aimed at reducing running time by an hour between New York and Buffalo. However, it is believed that a lawsuit by New York politicians may cause a delay by CSX in following through until the litigation is resolved.

While most national changes are not known right now, the reconstituted Pennsylvanian (to be renamed) between Chicago and Philadelphia will be running. Proposed consist is two Horizon coaches, a Horizon coach-dinette and an Amfleet II coach, plus as many head-end cars as can be rounded up! On weekends, if the eastbound train is on time, there is a NJ Transit connection leaving 30th Street at 1:13 AM, arriving Atlantic City at 2:45 AM for a late go at the casinos! Westbound, a 4:40 AM train from the Shore is due at 30th Street at 6:09, a bit tight for a 6:35 AM Amtrak departure to the west.

The small fleet of Amtrak West's Amfleet cars has mostly migrated to the Pacific Northwest, where the cars will once again equip Seattle Seahawks' special trains between Portland and Seattle. Two Amcafes, seven standard Amcoaches and four ADA Amcoaches are up there, while two other Amcafes remain on the San Diegans. On the San Diego trains, an additional round-trip has been added, and the existing eight consists have been re-arranged to cover the runs. Two California car and six Horizon/Amfleet consists are required, plus spares.

By early October, the sixteen Amtrak West EMD F59's (450-465) were all in service, more or less. They were suffering from the usual teething problems, but the F40's they replaced were mostly running out of Oakland (Emeryville), as well as on Trains 3 and 4, Southwest Chief, between Los Angeles and Chicago.

The 90218 is the tenth "cab baggage" conversion, released on August 7 on the older three-stripe color scheme. In Fiscal 1999, five more are scheduled for San Diego use, even though push-pull equipment is on order. (For the record, unit 210 was still alive and well and running in New England at last report, so those jokers who might wish that the first California unit will be the "90210" are bound to be disappointed!)

P40 Genesis units are being cycled through Beech Grove for overhauls and restriping into the newest scheme (similar to the Northeast Direct colors). Units released during August were the 815 (7-29-98) and 835 (8-12-98), joining the 808 and 826 in service. At the end of August, three other units were noted as being at Beech Grove: 802, 816 and 829, most likely also to be released in the new striping.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

EDITOR'S NOTE: Philadelphia Express columnist Frank Tatnall is on vacation. His column will resume in December Cinders.

ON THE SCENE (Continued from Page 3)

FL9's 484 and 487, originally intended for Cape Cod in a deal that was cancelled, went to Maine on September 22, deadheading to New York, then on the rear of the Adirondack to Rouses Point, NY, and later via the Canadian Atlantic Railroad to Brownville Jct., ME. Presumably, they'll be used on some Bangor & Aroostook trips.

Those who ride Metroliner service trains may have noted the photo murals which were applied to refurbished Amdinettes and Amclubs. Among the "local" views are 43352 (Wilmington station at dusk), 43350 (Philadelphia's Boat House Row) and 48989 (Delaware River bridge at Trenton).

The final Florida Fun Train (for the time being, at least) operated on September 15 with this consist: Amtrak F40 #374, FFT cars 9011, 9001, 9002, 9013, 9004, 9012, Amtrak baggage 1004 and Amtrak F40 #358. Since then, at least one of the specially-painted units operated to Philadelphia on the Silver Star. The third leased Amtrak F40, #354, was damaged at a grade crossing in late August and didn't make the final "cut".

Three more Heritage dormitory cars have emerged in the upgrade program to convert 25 cars for this use. During September, cars 2518-2520 were completed. For the record, the 2518 is ex-2987, ex-2732-Pine Shore. The car was originally Atchison, Topeka & Santa Fe 1643. The 2519-Pine Gorge, was ex-2993, ex-2720 and was built at Santa Fe 1630. The 2520-Pacific Mist, is ex-2920, ex-2620 and started life as Union Pacific 1427.

The next two Amlounge II's to be modified with an enclosed smoking room are the 28012 and 28007. They will be named Meridian Club and New York Club, respectively. The former car has undoubtedly been so named because the Mississippi city's mayor has been appointed to Amtrak's board.

Unique former Santa Fe El Capitan diner 39981, last of its class in service, sat for a month awaiting work at Chicago but has recently operated as a lounge on the Capitol Limited (one of the few times such a car has returned east in revenue service) and on the International.

In work service equipment items, Amtrak GP9 #767 has been stored with engine problems, but sisters 760 (GP7) and 764 (GP9) are equipped with newer 645 engines and are still operating. Although the Northeast Corridor has the most Amtrak company service equipment (more than 900 cars), there are also 72 cars based at Niles, MI and 19 at Los Angeles.

Amtrak's long-awaited upgrade of its Northeast Corridor Amfleet cars will begin in January, at the same time as a new marketing initiative will begin. There are scheduled to be three types of cars - a 64-seat business-class coach, a 72-seat second-class coach and a bistro-cafe, and we'll provide descriptions of these upgraded cars once the designs have been finalized and announced.

In other upgrade item, Horizon coach 54553 is the prototype of enhancement with this fleet.

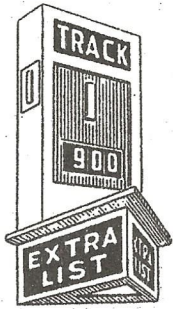
Two prototype AEM-7's are in the remanufacturing program at Wilmington (one is the 916) and they'll be in service next summer. Thereafter, the shop should be turning out one rebuilt AEM-7 per month.

Amtrak has experienced some problems with the shock absorbers recently fitted to many of its express box cars. A fix has been developed, but until each car has been retrofitted, speed limits for trains hauling empty express box cars have been reduced, a rather unfortunate development as the heavy holiday travel season approaches.

Assembly of Amtrak's new high-speed trainsets is being split between LaPocatiere, Quebec (initial assembly), Barre, VT (cars) and Plattsburgh, NY (locomotives and power units). Testing of the prototype trainset is expected to begin at Pueblo, CO by year's end, with acceptance of the first trainset expected in about one year (and, all 20 trainsets on line by the fall of 2000). The 15 new high-horsepower electric locomotives should arrive concurrently.

While the equipment and the supporting servicing facilities are under construction, plans are moving forward with employee training. Here's how it's to work:

1. Labor and management teams develop assessment tests for each craft.
2. Employees who wish to take this test, and if they qualify, will be placed on the high-speed roster in seniority order.
3. Those who do not pass will receive additional training and another chance to pass the test.
4. When jobs become available, they'll be advertised and filled on a seniority basis.
5. When awarded a position, each employee will go to an appropriate technical training class which they must also pass to remain in the high-speed rail program. (Re-tests will again be available.)



NOVEMBER 7, 1998: Black River & Western excursion, sponsored by West Jersey Chapter NRHS, covering former CNJ branch from Flemington to Three Bridges and former PRR branch from Flemington to Lambertville, NJ. Motive power will be restored CNJ GP7 #1523. Train leaves Ringoes, NJ station at 10 AM, returning about 3 PM. Fare: \$25 per person. To determine availability of tickets, telephone 609-663-1086 or 609-427-9327.

NOVEMBER 7-8: Diesel-powered Christmas Open House specials on West Chester Railroad from West Chester to Pratt & Company, Glen Mills, PA and return. Trains leave Market Street station, West Chester, at 12 Noon, 1:30 and 3 PM. Fares: \$8 adults, \$5 children (2-12). For information, telephone 610-430-2233.

NOVEMBER 7-8: Fall Open House at Laurel Run Railroad, Mount Laurel Road, Temple, PA, 12 Noon-5 PM, featuring 15-inch-gauge live-steam operation, plus other gauges under construction, O, On3, scale and tinsplate layouts, sponsored by Reading Society of Model Engineers. Admission free. For information, telephone 610-929-5444.

NOVEMBER 10: "Miniature Marvels" exhibit of rare, historic toy trains opens at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, continuing through 1999. Museum is open seven days a week, 10 AM-5 PM. Regular admission charges apply. For information, telephone 410-752-2388.

NOVEMBER 11: "Trolleys of West Chester" lunchtime lecture by Author Benson Rohrbeck, 12 Noon at Chester County Historical Society, 225 North High Street, West Chester, PA. Video of Red Arrow West Chester Line will also be shown. Admission: \$3 per person (CCHS members free). For information, telephone 610-692-4066.

NOVEMBER 14-15: Diesel-powered "Holiday Express" on West Chester Railroad from West Chester to Glen Mills, PA and return. Trains leave Market Street station, West Chester, at 12 Noon, 1:30 and 3 PM. Fares: \$8 adults, \$5 children (2-12). For information, telephone 610-430-2233. Trips will be repeated November 21-22.

NOVEMBER 21: Chalfont Boro PBA Train Show & Sale (formerly Abington Train Show) at Lenape Middle School, 313 West State Street, Doylestown, PA, 9 AM-3 PM, sponsored by Chalfont Police Benevolent Association. Admission: \$3 adults, children (under 12) free. For information, telephone Paul Myers at 215-345-5017.

NOVEMBER 21: "What Time Is It?" program explaining use of clocks and watches on the railroads, including slide show and guided tours of new Railroad Time exhibit at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD. Museum is open seven days a week, 10 AM-5 PM. Regular admission charges apply. For information, telephone 410-752-2388.

NOVEMBER 21: Bus tour tracing historic sites along the original 13 miles of the pioneering Baltimore & Ohio Railroad, sponsored by B&O Railroad Museum. Tour of museum at 901 West Pratt Street, Baltimore, MD 9:30-10:30 AM will be followed by bus ride to Ellicott City, MD, with lunch served there. Bus returns to Baltimore about 3 PM. Tickets for tour and lunch: \$25 per person (\$20 for museum members). Reservations required by telephoning 410-752-2464.

NOVEMBER 21: Open house at Haluwasia Shoreline Railroad, 377 South Ehrke Road, Hammonton, NJ, 11 AM to 4 PM. Admission by donation. Talks on operation and equipment restoration will be given. For further information, telephone 609-561-3081.

NOVEMBER 22: "The Pennsylvania Railroad Main Line--Then & Now" twin-projector slide lecture by noted Historian and Artist Ted Xaras, 2 PM at Trinity Presbyterian Church, 640 Berwyn Avenue, Berwyn, PA, sponsored by Easttown Township Library and Tredyffrin Easttown History Club. Admission free. For information, telephone 610-644-0138.

NOVEMBER 25: "Turkey Trot Trolley Trip II" on SEPTA subway-surface routes and portions of inactive Routes 15 and 23, sponsored by Wilmington Chapter NRHS. PCC car will be used, leaving Elmwood depot, Island & Elmwood Avenues, at 10 AM, returning about 3 PM. Fare: \$30 per person. Order tickets from: Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860-1003 (telephone 973-383-3355 between 9 AM and 6 PM).

NOVEMBER 27-29: "Santa Express" diesel-powered excursions 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. Trips will be repeated December 4-6, December 12-13, 19-20.

NOVEMBER 27-29: "North Pole Express" diesel-powered excursions on Brandywine Scenic Railroad, Northbrook, PA (six miles west of West Chester). Fares: \$10 adults, \$9 seniors (55 and over), \$8 children (2-12). Reservations required by telephoning 610-793-4433.

NOVEMBER 28-29: Open House at Cheltenham Hills Model Railroad Club, 8000 Old York Road, Elkins Park, PA (in former Reading Ogontz railroad station), Noon to 5 PM. Admission free. For information, telephone 215-635-9747. Open house will be repeated December 5-6, January 9-10, 1999.

DECEMBER 5-6: Open House at GATSME Lines 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 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.

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS

(Part II)

(Corrected to October 1, 1998)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER / NUMBER
<u>EAST BROAD TOP RAILROAD, * Rockhill Furnace, PA (3-foot-gauge)</u>						
M-1	Railcar		G/E	EBT/Brill	1926	
M-4	0-4-0	JCD	D/M	Plymouth	1947	Warner Company
M-6	B-B	DE	D/M	Plymouth		
M-7	B-B	50-ton	D/E	GE	1951	Algoma Steel 6
12	2-8-2		Steam	BLW	1911	
14	2-8-2		Steam	BLW	1912	
15	2-8-2		Steam	BLW	1914	
16	2-8-2		Steam	BLW	1916	
17	2-8-2		Steam	BLW	1918	
18	2-8-2		Steam	BLW	1920	
<u>EAST JERSEY RAILROAD & TERMINAL (EJR), Bayonne, NJ</u>						
19	B-B	80-ton	D/E	GE	1948	U. S. Steel (Fairfield, AL)
250	B-B	SW900	D/E	EMD	1955	Conrail 8634
321	B-B	SW8	D/E	EMD	1953	Conrail 8621
<u>EAST PENN RAILWAYS (EPRY), Quakertown, PA</u>						
22	B-B	GP7	D/E	EMD	1950	Guilford 22 (Note)
57	B-B	RS1	D/E	Alco	1948	Black River & Western 57 (Note)
Note: Owned by private individual						
<u>EASTERN SHORE RAILROAD (ESHR), Cape Charles, VA (Note)</u>						
17	B-B	T6	D/E	Alco	1958	Delaware Coast Line 17
1600	B-B	GP8	D/E	EMD	1950	Norfolk & Western 3450
1603	B-B	GP8	D/E	EMD	1952	N&W 3468
2000	B-B	GP10	D/E	EMD	1957	Illinois Central Gulf 8250
2001	B-B	GP10	D/E	EMD	1958	ICG 8352
2085	B-B	MRS1	D/E	Alco	1953	U. S. Army 2085
2090	B-B	MRS1	D/E	Alco	1953	U. S. Army 2090
8066	B-B	GP10	D/E	EMD	1954	ICG 8066
8096	B-B	GP10	D/E	EMD	1955	ICG 8096
Note: Locomotive also based at Little Creek, VA						
<u>EVERETT RAILROAD (EV), Claysburg, PA (Note)</u>						
4	B-B	80-ton	D/E	GE	1943	U. S. Army 7893
1927-1928	B-B	U18B	D/E	GE	1973	CSX 1927, 1928
5428	B-B	GP8	D/E	EMD	1953	Conrail 5428
6051	B-B	GP9	D/E	EMD	1956	CSX 358
8933	B-B	SW9	D/E	EMD	1951	Conrail 8933
Note: Locomotive also based at Duncansville, PA						
<u>GETTYSBURG RAILWAY (GBRY), Gettysburg, PA</u>						
81A	B-B	F7A	D/E	EMD	1949	Dakota Rail 81A
81C	B-B	F7A	D/E	EMD	1949	Dakota Rail 81C
105	B-B	GP9	D/E	EMD	1957	Delaware Valley 105
445	B-B	GP9	D/E	EMD	1955	Winchester & Western 445 (Note)
Note: Leased from Winchester & Western Railroad						
<u>JUNIATA TERMINAL (JTFS), Philadelphia, PA</u>						
7250	B-B	GP10	D/E	EMD	1959	Conrail 7583
7587	B-B	GP10	D/E	EMD	1959	Conrail 7587
8625	B-B	MT4	Slug	Alco	1957	Conrail 1013
9251	B-B	NW2	D/E	EMD	1947	Conrail 9199
9615	B-B	SW1500	D/E	EMD	1969	Conrail 9615
<u>JUNIATA VALLEY RAILROAD (JVRR), Lewistown, PA</u>						
1865	B-B	SW9	D/E	EMD	1953	Pittsburg & Shawmut 1865
<u>LANDISVILLE RAILROAD (AMHR), Landisville, PA</u>						
94	0-4-0	25-ton	D/E	GE	1952	Amherst Industries 94
8651	B-B	SW900M	D/E	EMC	1938	Conrail 8651 (Note)
Note: Rebuilt from Model NW1, 1955						
<u>LUZERNE & SUSQUEHANNA RAILWAY (LS), Pittston, PA</u>						
30	B-B	SW1	D/E	EMD	1953	Boston & Maine (Guilford) 1406
50	B-B	SW7	D/E	EMD	1950	Conrail 9089
1216	B-B	SW1200RS	D/E	GMD	1956	Canadian National 1216 (Continued on Page 7)

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS (Continued from Page 6)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
LYCOMING VALLEY RAILROAD (LVRR), Newberry, PA						
238-239	B-B	SW9	D/E	EMD	1953	Pittsburg & Shawmut 1816, 1776 (ex-LVRR 1816, 1776)
366	B-B	SW8M	D/E	EMD	1951	North Shore 366
1775	B-B	SW9	D/E	EMD	1953	P&S 1775
MARYLAND & DELAWARE RAILROAD (MDDE), Federalsburg, MD (Note 1)						
3	0-6-0T		Steam	Vulcan	1943	Wilmington & Western 3 (Note 2)
19	B-B	T6	D/E	Alco	1958	Delaware Coast Line 19 (Note 2)
23	B-B	RS1	D/E	Alco	1954	DCLR 23 (Note 3)
801	B-B	SW900	D/E	EMD	1955	Conrail 8641
1201	B-B	RS3M	D/E	Alco	1952	Conrail 9999
1202	B-B	RS3M	D/E	Alco	1950	Conrail 9926
1203	B-B	RS3M	D/E	Alco	1952	Conrail 9942
2628	B-B	CF7	D/E	EMD	1946	Santa Fe 2628 (F3A 20C)
2630	B-B	CF7	D/E	EMD	1946	Santa Fe 2630 (F3A 18C)
Note 1: Locomotives also based at Georgetown, Lewes, Milton, Selbyville, DE and Massey, MD						
Note 2: Owned by Queen Anne's Railroad*, Lewes, DE						
Note 3: Owned by Delaware Coast Line Railroad						
MARYLAND & PENNSYLVANIA RAILROAD (MPA), York, PA						
82	B-B	SW9	D/E	EMD	1951	
84	B-B	SW9	D/E	EMD	1952	Pittsburgh & Lake Erie 8952
1502	B-B	CF7	D/E	EMD	1950	Santa Fe 2426 (F7A 330L)
1504	B-B	CF7	D/E	EMD	1951	Santa Fe 2425 (F7A 261L)
MARYLAND MIDLAND RAILWAY (MMID), Union Bridge, MD						
200-202	B-B	GP9	D/E	EMD	1957	Norfolk & Western 793 (ex-MMID 793), 794 (ex-MMID 794), 812 (ex-MMID 812)
300-302	B-B	GP38	D/E	EMD	1967	CSX 2031, 2092, 2016
MARYLAND MASS TRANSIT ADMINISTRATION (MDMT), Baltimore, MD (Note 1)						
51	B-B	GP40WH-2**	D/E	EMD	1971	CSX 6590 (Note 2)
52-53	B-B	GP40WH-2**	D/E	EMD	1970	CSX 6518, 6786 (Note 2)
54	B-B	GP40WH-2**	D/E	EMD	1967	Kansas City Southern 793 (Note 2)
55	B-B	GP40WH-2**	D/E	EMD	1968	KCS 4754 (Note 2)
56	B-B	GP40WH-2**	D/E	EMD	1967	KCS 777 (Note 2)
57-58	B-B	GP40WH-2**	D/E	EMD	1968	KCS 766, 768 (Note 2)
59	B-B	GP40WH-2**	D/E	EMD	1967	S00 4602 (Note 2)
60	B-B	GP40WH-2**	D/E	EMD	1968	KCS 771 (Note 2)
61-63	B-B	GP40WH-2**	D/E	EMD	1966	S00 4612, CSX 6679, 6682 (Note 2)
64-65	B-B	GP40WH-2**	D/E	EMD	1967	KCS 790, 791 (Note 2)
66	B-B	GP40WH-2**	D/E	EMD	1971	CSX 6637 (Note 2)
67-68	B-B	GP40WH-2**	D/E	EMD	1968	Conrail 3198 (ex-MARC 30), Conrail 3205 (ex-MARC 31) (Note 3)
69	B-B	GP40WH-2**	D/E	EMD	1967	Conrail 3051 (ex-MARC 32) (Note 3)
70-71	B-B	GP39H-2**	D/E	EMD	1967	Conrail 3062, 3066 (Note 4)
72	B-B	GP39H-2**	D/E	EMD	1968	Conrail 3243 (Note 4)
73-74	B-B	GP39H-2**	D/E	EMD	1966	Baltimore & Ohio 3703, 3710 (Note 4)
75	B-B	GP39H-2**	D/E	EMD	1968	Milwaukee 2050 (Note 4)
91-92	A1A-A1A	E9CH**	D/E	EMD	1953	Metra/Burlington Northern 9907, 9908 (ex-MARC 67, 68)
4900-4903	B-B	AEM-7**	Elec	EMD	1986	
7100		APCU**		EMD	1951	B&O 4553 (F7A) (Note 5)
Note 1: Locomotives also based at Brunswick, MD						
Note 2: Rebuilt by MK Rail 1994 from GP40's						
Note 3: Rebuilt by MK Rail 1995 from GP40's						
Note 4: Rebuilt by Morrison Knudsen 1987-88 from GP40's						
Note 5: Rebuilt by Morrison Knudsen to auxiliary power control unit (head-end power only)						
** - Equipped with head-end power						
MIDDLETOWN & HUMMELSTOWN RAILROAD (MIDH), Middletown, PA						
1	B-B	65-ton	D/E	GE	1941	U. S. Army 7272
2	B-B	65-ton	D/E	GE	1955	Standard Slag & Stone 46
91	2-6-0		Steam	CLC	1910	Canadian National 91
151	B-B	S6	D/E	Alco	1956	Western Maryland 151
1016	B-B	T6	D/E	Alco	1969	McKeesport Connecting 1016

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MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS (Continued from Page 7)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>MORRISTOWN & ERIE RAILWAY (ME), Morristown, NJ (Note 1)</u>						
16-17	B-B	C430	D/E	Alco	1967	Conrail 2054, 2053
18-19	B-B	C424	D/E	Alco	1964	Toledo, Peoria & Western 800, 801
20	B-B	SW1500	D/E	EMD	1966	CSX 1315
438	B-B	SW9	D/E	EMD	1952	NJT 438 (Note 2)
492	B-B	RS3	D/E	Alco	1952	Reading 492 (Note 2)
556	Railcar	RDC-1	D/M	Budd	1956	Central of New Jersey 556 (Note 2)
834	A1A-A1A	E8A**	D/E	EMD	1953	NJT 4323 (Note 2)
835	A1A-A1A	E8A	D/E	EMD	1952	NJT 4248 (Note 2)
1524	B-B	GP7	D/E	EMD	1952	NJT 5902 (Note 2)
3372	C-C	U34CH	D/E	GE	1971	NJT 4172 (Note 2)
Note 1: Locomotives also based at Bayway, Whippany, NJ						
Note 2: Owned by United Railroad Historical Society						
** - Equipped with head-end power						
<u>NDC RAILROAD (NDCR), Northampton, PA</u>						
101	B-B	S6	D/E	Alco	1956	Upper Merion & Plymouth 101
<u>NEW HOPE & IVYLAND RAILROAD (NHRR), New Hope, PA (Note 1)</u>						
11	B-B	V0660	D/E	BLW	1945	Warner Company 11 (Note 2)
28	B-B	45-ton	D/E	Whitcomb	1950	Peco Energy 28 (Note 3)
40	2-8-0		Steam	BLW	1925	Cliffside 40
2198	B-B	GP30	D/E	EMD	1963	Conrail 2198 (Note 3)
3028	4-8-4	QR-1	Steam	Alco	1946	National Railways of Mexico 3028 (Note 4)
9423	B-B	SW1	D/E	EMD	1950	Amtrak 739 (Note 5)
Note 1: Locomotive also based at Wycombe, PA						
Note 2: Owned by New Hope Steam Railway						
Note 3: Owned by private individuals						
Note 4: Leased from Great Northeastern Railroad Foundation						
Note 5: Leased from AF Industries						
<u>NEW JERSEY TRANSIT RAIL OPERATIONS (NJT), Kearny, NJ (Note 1)</u>						
500	B-B	SW1500	D/E	EMD	1970	Pittsburgh & Lake Erie 1570
501-503	B-B	SW1500	D/E	EMD	1972	P&LE 1547, 1546, Southern Pacific 2675
963	C-C	E60CP**	Elec	GE	1975	Amtrak 963
4100-4112	B-B	GP40PH-2**	D/E	EMD	1968	Central of New Jersey 3681, 3672, 3675, 3676, 3682, 3679, 3671, 3680, 3683, 3677, 3673, 3674, 3678 (ex-NJT 4110, 4101, 4104, 4105, 4111, 4108, 4100, 4109, 4112, 4106, 4102, 4103, 4107)
4113-4129	B-B	F40PH-2**	D/E	EMD	1981	
4130-4137	B-B	GP40FH-2**	D/E	EMD	1967	Conrail 3058, 3061, 3064, 3067, 3068, 3070, 3071, 3078 (Note 2)
4138-4139	B-B	GP40FH-2**	D/E	EMD	1969	Rock Island 384, 389 (Note 2)
4140	B-B	GP40FH-2**	D/E	EMD	1966	Missouri Pacific 606 (Note 2)
4141	B-B	GP40FH-2**	D/E	EMD	1970	Union Pacific 646 (Note 2)
4142	B-B	GP40FH-2**	D/E	EMD	1968	Milwaukee 2055 (Note 2)
4143-4144	B-B	GP40FH-2**	D/E	EMD	1966	RI 361, UP 614 (Note 2)
4145-4146	B-B	GP40PH-2**	D/E	EMD	1971	CSX 6607, 6836 (Note 3)
4147	B-B	GP40PH-2**	D/E	EMD	1968	KCS 4751 (Note 3)
4149-4150	B-B	GP40PH-2**	D/E	EMD	1968	KCS 762, 763 (Note 3)
4200	B-B	GP40PH-2B**	D/E	EMD	1968	Conrail 3206 (Note 4)
4201	B-B	GP40PH-2B**	D/E	EMD	1967	Conrail 3053 (Note 4)
4202	B-B	GP40PH-2B**	D/E	EMD	1965	Conrail 3006 (Note 4)
4203	B-B	GP40PH-2B**	D/E	EMD	1968	Conrail 3222 (Note 4)
4204-4205	B-B	GP40PH-2B**	D/E	EMD	1969	Conrail 3262, 3263 (Note 4)
4206	B-B	GP40PH-2B**	D/E	EMD	1968	Conrail 3220 (Note 4)
4207	B-B	GP40PH-2B**	D/E	EMD	1965	Conrail 3005 (Note 4)
4208-4211	B-B	GP40PH-2B**	D/E	EMD	1968	Conrail 3191, 3223, 3182, 3192 (Note 4)
4212-4214	B-B	GP40PH-2B**	D/E	EMD	1969	Conrail 3272, 3274, 3265 (Note 4)
4215	B-B	GP40PH-2B**	D/E	EMD	1965	Conrail 3009 (Note 4)
4216-4218	B-B	GP40PH-2B**	D/E	EMD	1968	Conrail 3204, 3218, 3199 (Note 4)
4219	B-B	GP40PH-2B**	D/E	EMD	1967	CSX 6822 (NJT 4148) (Note 5)
4300-4302	B-B	GP40-2	D/E	EMD	1968	Conrail 3189, 3196, 3197 (Note 6)
4303	B-B	GP40-2	D/E	EMD	1965	Conrail 3008 (Note 6)
4400-4412	B-B	ALP-44**	Elec	ABB	1990	
4413-4414	B-B	ALP-44**	Elec	ABB	1991	
4415-4419	B-B	ALP-44**	Elec	ABB	1995	
4420-4428	B-B	ALP-44**	Elec	ADT	1996	
4429-4431	B-B	ALP-44**	Elec	ADT	1997	
4877	2-C+C-2	GG1	Elec	Altoona	1939	PC 4877

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MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS (Continued from Page 8)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>NEW JERSEY TRANSIT RAIL OPERATIONS (Continued from Page 8)</u>						
<u>(METRO-NORTH RAILROAD LOCOMOTIVES IN NJ TRANSIT SERVICE)</u>						
4184-4189	B-B	GP40FH-2**	D/E	EMD	1966	Union Pacific 610, 612, 604, 615, 629, 626 (Note 7)
4190	B-B	GP40PH-2**	D/E	EMD	1969	Conrail 3273 (Note 8)
<u>Note 1:</u>	Locomotives also based at Atlantic City, Bay Head, Dover, Hoboken, Long Branch, Port Morris, Raritan, NJ; Suffern, NY; Philadelphia, PA					
<u>Note 2:</u>	Rebuilt by Morrison-Knudsen 1978-79 from GP40's with F45 components					
<u>Note 3:</u>	Rebuilt by Morrison-Knudsen 1992-93 from GP40's					
<u>Note 4:</u>	Rebuilt by Conrail 1993-94 from GP40's					
<u>Note 5:</u>	Rebuilt by Conrail 1997 from GP40PH-2 (ex-GP40)					
<u>Note 6:</u>	Rebuilt by Conrail 1995 from GP40's					
<u>Note 7:</u>	Rebuilt by Morrison-Knudsen from GP40's					
<u>Note 8:</u>	Rebuilt by Conrail from GP40					
** - Equipped with head-end power						
<u>NEW YORK & GREENWOOD LAKE RAILWAY (NYGL), Passaic, NJ</u>						
436	B-B	SW9	D/E	EMD	1952	NJ Transit 436 (Note)
935	B-B	RS3	D/E	Alco	1952	Delaware & Hudson 4085
<u>Note:</u>	Leased from United Railroad Historical Society					
<u>NEW YORK REGIONAL RAIL (NYRR), New York, NY (Notes 1, 2)</u>						
11	B-B	S4	D/E	Alco	1951	Massena Terminal 11
25	B-B	S1	D/E	Alco	1946	Brooklyn Eastern District Terminal 25
58	B-B	NW2	D/E	EMD	1946	New York Dock 58
59	B-B	NW2	D/E	EMD	1947	NYD 59
1337	B-B	SW120ORS	D/E	GMD	1958	Ohio Central 1337
<u>Note 1:</u>	Operates New York Cross Harbor Terminal Railroad (NYCH)					
<u>Note 2:</u>	Locomotive also based at Jersey City (Greenville), NJ					
<u>NEW YORK, SUSQUEHANNA & WESTERN RAILWAY (NYSW), Ridgefield Park, NJ (Note 1)</u>						
M-1	Railcar	RDC-1	D/M	Budd	1950	NJ DOT 558 (Note 2)
M-2	Railcar	RDC-1	D/M	Budd	1950	NJ DOT 559 (Note 3)
M-4	Railcar	RDC-1	D/M	Budd	1950	NJ DOT 561 (Note 3)
M-5	Railcar	RDC-1	D/M	Budd	1952	Metro-North 18
M-6 - M-8	Railcar	RDC-1	D/M	Budd	1953	MN 11, 43, 65
116	B-B	NW2	D/E	EMD	1948	Conrail 9264 (Note 4)
120	B-B	SW9	D/E	EMD	1953	Chesapeake & Ohio 5091
142	2-8-2	SY	Steam	Tangshan	1989	Valley 1647
1800	B-B	GP18	D/E	EMD	1962	
1802	B-B	GP18	D/E	EMD	1962	
1804	B-B	GP18	D/E	EMD	1962	
2012	B-B	GP38	D/E	EMD	1967	Baltimore & Ohio 3800
2400	A1A-A1A	E9A	D/E	EMD	1954	Metra/Burlington Northern 9921
2402	A1A-A1A	E9A	D/E	EMD	1955	Metra/BN 9915
3000	B-B	C430	D/E	Alco	1967	Conrail 2050
3006	B-B	C430	D/E	Alco	1967	Conrail 2056
3612	C-C	SD45	D/E	EMD	1970	BN 6480
3614	C-C	SD45	D/E	EMD	1970	BN 6486
3634	C-C	SD45	D/E	EMD	1971	BN 6542
3636	C-C	F45	D/E	EMD	1971	BN 6640
4002	B-B	B40-8	D/E	GE	1988	
4004	B-B	B40-8	D/E	GE	1988	
4006	B-B	B40-8	D/E	GE	1988	
4008	B-B	B40-8	D/E	GE	1988	
4050	C-C	SD70M	D/E	EMD	1995	
4052	C-C	SD70M	D/E	EMD	1995	
4054	C-C	SD70M	D/E	EMD	1995	
4743	C-C	M636	D/E	MLW	1970	Canadian Pacific 4743 (Note 5)
<u>Note 1:</u>	Locomotives also based at Binghamton, Syracuse and Utica, NY					
<u>Note 2:</u>	Leased by NYS&W Technical & Historical Society from United Railroad Historical Society					
<u>Note 3:</u>	Owned by NYS&W Technical & Historical Society					
<u>Note 4:</u>	Leased from private individual					
<u>Note 5:</u>	Leased from Delaware-Lackawanna Railroad					

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

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>NITTANY & BALD EAGLE RAILROAD (NBER), Bellefonte, PA</u>						
1601-1602	B-B	GP8	D/E	EMD	1950	Conrail 5401, 5405
1603	B-B	GP8	D/E	EMD	1953	Conrail 5400
1804	B-B	GP10	D/E	EMD	1957	Conrail 7569
2427	B-B	CF7	D/E	EMD	1951	Santa Fe 2427 (F7A 268L)
9153	Railcar	RDC-1	D/M	Budd	1962	Mass Bay Transportation Authority 9153 (Note 1)
9167	Railcar	RDC-1	D/M	Budd	1953	PennDOT 9167 (Note 2)

Note 1: Owned by Bellefonte Historical Railroad

Note 2: Operated by Bellefonte Historical Railroad*, on loan from Pennsylvania Historical & Museum Comm.

<u>NORTH SHORE RAILROAD (NSHR), Northumberland, PA (Note)</u>						
364-365	B-B	SW8M	D/E	EMD	1950	Conrail 8668, 8669
446	B-B	SW9	D/E	EMD	1953	Conrail 8983

Note: Includes Shamokin Valley Railroad (SVRR)

<u>NORTHERN CENTRAL RAILWAY (NCR), New Freedom, PA</u>						
800	B-B	FPA4	D/E	MLW	1959	VIA Rail Canada 6780 (Note)
1689	C-C	RSD5	D/E	Alco	1954	Chicago & North Western 1689 (Note)
5019	B-B	RS36	D/E	Alco	1963	Delaware & Hudson 5019 (Note)
6763	B-B	FPA4	D/E	MLW	1958	VIA Rail Canada 6763

Note: Leased from private individual

<u>PATAPSCO & BACK RIVERS RAILROAD (PBR), Sparrows Point, MD</u>						
2	B-B	Stug		Alco	1948	Richmond, Fredericksburg & Potomac S-2
5-6	B-B	SW1500	D/E	EMD	1967	RF&P 5, 6
12-19	B-B	Stug		BLW		P&BR 307, 339, 306, 302, 336, 343, 340, 359
112	B-B	SW7	D/E	EMD	1950	Cambria & Indiana 45
113	B-B	SW9	D/E	EMD	1952	
115	B-B	SW9	D/E	EMD	1952	
116	B-B	SW7	D/E	EMD	1950	Conemaugh & Black Lick 115
122	B-B	SW7	D/E	EMD	1950	Cornwall 122
123	B-B	SW9	D/E	EMD	1952	Steelton & Highspire 42
124	B-B	SW9	D/E	EMD	1951	S&H 41
128	B-B	SW1200	D/E	EMD	1956	
132	B-B	SW1200	D/E	EMD	1957	
135	B-B	SW9	D/E	EMD	1951	S&H 40
140	B-B	V01000	D/E	BLW	1942	U.S. Army 7461 (ex-P&BR 358) (Note)
141	B-B	V01000	D/E	BLW	1943	U.S. Army 7464 (ex-P&BR 356) (Note)
144	B-B	DS44-1000	D/E	BLW	1947	Reading 28 (ex-P&BR 360) (Note)
147	B-B	V01000	D/E	BLW	1943	Pittsburgh & West Virginia 30 (ex-P&BR 355) (Note)
201-202	B-B	SW1200	D/E	EMD	1956	Norfolk & Portsmouth Belt 107, 109
205	B-B	SW9	D/E	EMD	1951	
206	B-B	SW9	D/E	EMD	1952	
218	B-B	SW1500	D/E	EMD	1969	
904	B-B	SW9	D/E	EMD	1952	Conrail 8971
936	B-B	SW7	D/E	EMD	1950	Conrail 8873

Note: Rebuilt by EMD

<u>PENN EASTERN RAIL LINES (PRL), East Greenville, PA (Notes 1, 2)</u>						
44	B-B	50-ton	D/E	GE	1951	New York Dock 55 (EPRY 44)
52	B-B	SW900M	D/E	EMC	1937	Philadelphia, Bethlehem & New England 52 (EPRY 52) (Note 3)
54	B-B	GP10	D/E	EMD	1966	Conrail 7554 (EPRY 54)
57	B-B	GP10	D/E	EMD	1956	Conrail 7557 (LANO 57)
253	B-B	U28B	D/E	GE	1966	Transkentucky Trans. 253 (BITY 253) (Note 4)
261	B-B	U28B	D/E	GE	1966	TTI 261 (LANO 261)
1506	B-B	GP7	D/E	EMD	1953	Maryland & Pennsylvania 1506
1756	B-B	GP9	D/E	EMD	1956	Yorkrail 1756
8203	B-B	NW2	D/E	EMD	1948	Brandywine Valley 8203 (BITY 8203)
9008	B-B	NW2	D/E	EMD	1947	Upper Merion & Plymouth 9008 (CHTS 9008)

Note 1: Locomotives also based at Boyertown, Bristol, Bridgeport, Denver, Stevens, Tipton, PA

Note 2: Absorbed former Bristol Industrial Terminal (BITY), Chester Valley (CHTS), East Penn (EPRY) and Lancaster Northern (LANO)

Note 3: Rebuilt from Model NC, 1955

Note 4: Owned by private individual

<u>PENN JERSEY RAIL LINES (PJRL), Morrisville, PA</u>						
302	B-B	DS44-1000	D/E	BLW	1949	SMS Rail 1494

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

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>PHILADELPHIA, BETHLEHEM & NEW ENGLAND RAILROAD (PBNE), Bethlehem, PA</u>						
9	B-B	Slug				
10-11	B-B	Slug		BLW	1948	Conemaugh & Black Lick 12, Reading 712
12	B-B	Slug		EMD	1947	Patapsco & Back Rivers 120
13-14	B-B	Slug		EMD		
21	B-B	NW2	D/E	EMD	1941	
24-25	B-B	NW2	D/E	EMD	1946	
28	B-B	NW2	D/E	EMD	1949	Bangor & Aroostook 21
31	B-B	SW7	D/E	EMD	1950	
34	B-B	SW7	D/E	EMD	1950	
35	B-B	SW9	D/E	EMD	1951	
38	B-B	SW9	D/E	EMD	1952	
39	B-B	SW1200	D/E	EMD	1956	
41-42	B-B	SW1200	D/E	EMD	1957	
82	B-B	SW1200	D/E	EMD	1957	
90	B-B	SW1200	D/E	EMD	1957	
94	B-B	SW1200	D/E	EMD	1956	Cambria & Indiana 41
203	B-B	SW1200	D/E	EMD	1956	P&BR 203
204	B-B	SW9	D/E	EMD	1951	P&BR 204
<u>PINE CREEK RAILROAD, * Farmingdale, NJ (3-foot-gauge)</u>						
1	0-4-0	JLA	D/M	Plymouth	1942	Haws Refractories
3	4-4-OT		Steam	Stephenson	1887	Cavan & Leitrim 3 (Ireland)
5	0-4-0	DL	D/M	Plymouth	1930	Wright Sand
6	2-truck-Shay		Steam	Lima	1927	Ely Thomas Lumber 6
26	2-6-2		Steam	BLW	1920	Surry, Sussex & Southampton 26
40	0-4-0	25-ton	D/E	Whitcomb	1940	Midvale-Heppenstall 40
45	B-B	50-ton	D/E	GE	1951	U.S. Steel
701	0-4-0	10-ton	D/M	Davenport	1950	Alcoa 701
7751	0-4-0	25-ton	D/E	GE	1942	U. S. Army 7751
<u>PORT JERSEY RAILROAD (PJR), Jersey City, NJ</u>						
42	B-B	CF7	D/E	EMD	1949	Black River & Western 42 (Note)
1197	B-B	SW1200M	D/E	EMD	1963	Missouri Pacific 1197
Note: Leased from BR&W Railroad						
<u>R. J. CORMAN RAILROAD - ALLENTOWN LINE (RJCA), Allentown, PA</u>						
1713	B-B	GP16	D/E	EMD	1952	CSX 1713
<u>READING, BLUE MOUNTAIN & NORTHERN RAILROAD (RBMN), Port Clinton, PA (Note 1)</u>						
103	B-B	NW2	D/E	EMD	1947	Reading 103 (Note 2)
425	4-6-2		Steam	BLW	1928	Gulf, Mobile & Northern 425 (ex-BM&R 425) (Note 3)
485	B-B	RS3	D/E	Alco	1952	Reading 485 (Note 2)
702	B-B	DS44-1000	D/E	BLW	1948	Reading 702 (Note 2)
730	B-B	DS44-750	D/E	BLW	1950	Warner Company 14 (Note 2)
800-801	B-B	SW8	D/E	EMD	1952	Conrail 8698, 8690
802	B-B	SW8M	D/E	EMD	1950	Conrail 8667
803	B-B	SW8M	D/E	EMD	1951	Conrail 8684
1000	B-B	NW2	D/E	EMD	1948	Conrail 9220 (ex-BM&R 413)
1200	B-B	SW7	D/E	EMD	1950	Conrail 8905 (ex-BM&R 1200)
1201	B-B	SW7	D/E	EMD	1951	Sugar Loaf & Hazleton 183 (ex-BM&R 1201)
1202	B-B	SW1200	D/E	EMD	1956	Conrail 9366
1503-1504	B-B	CF7	D/E	EMD	1950	Nittany & Bald Eagle 2429, 2444
1545	B-B	SW1500	D/E	EMD	1971	Conrail 9502
1546	B-B	SW1500	D/E	EMD	1970	Conrail 9606
1547-1548	B-B	SW1500	D/E	EMD	1969	Conrail 9612, 9618
2000	C-C	SD38	D/E	EMD	1970	Conrail 6941 (ex-CSMX 12)
2102	4-8-4	T-1	Steam	Reading	1945	Reading 2102 (ex-BM&R 2102)
2300	B-B	B23-7	D/E	GE	1979	Norfolk Southern 3980
2390	B-B	U23B	D/E	GE	1975	CSX 3320
2391	B-B	U23B	D/E	GE	1972	Conrail 2717
2392	B-B	U23B	D/E	GE	1973	CSX 3239
2393-2394	B-B	U23B	D/E	GE	1974	Conrail 2782, 2781
2395	B-B	U23B	D/E	GE	1975	CSX 3317 (Note 4)
2396	B-B	U23B	D/E	GE	1974	Conrail 2777
2397-2399	B-B	U23B	D/E	GE	1977	Conrail 2789, 2793, 2791
3600-3601	C-C	SD45-2	D/E	EMD	1972	Conrail 6660, 6656 (ex-CSMX 1, 2)
3640	B-B	GP35	D/E	EMD	1964	Conrail 3640 (Note 2)

(Continued on Page 12)

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS (Continued from Page 11)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
READING, BLUE MOUNTAIN & NORTHERN RAILROAD (Continued from Page 11)						
5204	B-B	C424	D/E	Alco	1963	Green Bay & Western 322 (Note 2)
5308	C-C	C630	D/E	Alco	1967	Conrail 6761 (Note 2)
5513	B-B	GP30	D/E	EMD	1962	Conrail 2181 (Note 2)
5706	A1A-A1A	E8A	D/E	EMD	1952	Amtrak 495 (284)
6300	C-C	U30C	D/E	GE	1967	Conrail 6840 (Note 2)
9152	Railcar	RDC-1	D/M	Budd	1962	Mass. Bay Transportation Auth. 9152 (Note 2)
9162	Railcar	RDC-1	D/M	Budd	1962	MBTA 9162 (Note 2)
9166	Railcar	RDC-1B	D/M	Budd	1958	SEPTA 9166
9168	Railcar	RDC-1	D/M	Budd	1951	PennDOT 9168

Note 1: Includes former Blue Mountain & Reading. Locomotives also based at Hamburg, Jim Thorpe, Leesport, Pittston, PA

Note 2: Stored for Reading Company Technical & Historical Society

Note 3: At Steamtown, Scranton, PA

Note 4: 1st 2395 (ex-Conrail 2780) scrapped 1997

ABBREVIATIONS

Elec - Electric
 D/E - Diesel-electric
 D/M - Diesel-mechanical
 G/E - Gas-electric

B-B refers to four-axle locomotives
 C-C refers to six-axle locomotives
 A1A-A1A refers to six-axle locomotive with center idler axle on each truck

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)
 MLW - Montreal Locomotive Works (Canada)
 * - Non-common carrier

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