

# CINDERS

AUGUST 2000



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Volume 61      Newsletter of the      Number 7

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

## Philadelphia Chapter Summer Dinner Set for August 18 in Mount Airy

Philadelphia Chapter's annual Bill Wagner Summer Dinner will be held on Friday evening, August 18, 2000, beginning at 6:30 PM at the Cresheim Cottage Café, 7402 Germantown Avenue (at Gowen Street) in the Mount Airy section of Philadelphia. Cocktails will be served from 5:00 PM. The Café building dates from about 1748.

The dinner menu is as follows:

**SALAD:** mixed greens and lettuces with herb vinaigrette dressing

**MAIN COURSE:** **Saffron Glazed Chicken Breast**, grilled and finished with a saffron, honey-lime glaze, rice pilaf and vegetable of the day; **Long Island Striped Bass with Red Pepper Relish**, lightly sautéed, baked and served with saffron rice pilaf and vegetable of the day; or **Southern Style Bourbon Soaked Pork Chops**, chargrilled and served with a maple, bourbon demi-glace, roasted shallot mashed potatoes and vegetable of the day.

**CHOICE OF DESSERTS:** Chocolate cake, key lime pie, vanilla bean ice cream or raspberry sorbet.

**BEVERAGES:** Coffee or tea

The price of the dinner is \$29 per person, including gratuity, with drinks extra, as normal. Reservations must include choice of main course and dessert, remittance payable to PHILADELPHIA CHAPTER, NRHS, and be sent to Post Office Box 7302 to insure receipt by Thursday, August 10, 2000.

The Cresheim Cottage Café is accessible from the Allen Lane station on SEPTA's R8 Chestnut Hill West Line or Mount Airy on the R7 Chestnut Hill East Line (closest). On the R7, the Gowen Street bridge over the former Reading is closed to vehicles at the present time but IS open to pedestrians.

Mark your calendar for Friday, August 18 and join your fellow members for this informal summer dinner gathering. Capacity of the Café is limited to 40 persons.

## Doug Watts Steps Down as Chapter President

Philadelphia Chapter President Doug Watts has resigned effective August 1, because of his imminent move to Fort Worth, TX (see letter on Page 2, this issue). A former manager in Conrail's Transportation Department, Doug has accepted a position with Burlington Northern & Santa Fe Railway as senior manager-service design for the Pacific Northwest region. Chapter officers held a farewell dinner in Doug's honor on July 3.

Senior Vice President Les Dean will assume the president's duties for the balance of Doug's term, but has served notice that he will not be a candidate for re-election next April.

The officers and members of Philadelphia Chapter join in thanking Doug for his years of service to the Chapter, and wish him well with his new responsibilities.

## Meeting Dates Set for 2000-2001 Season; Dinners Continue

Philadelphia Chapter's monthly meetings for the 2000-2001 season have been confirmed, all on Friday evenings. The dates are:

- September 15, 2000
- October 20, 2000
- November 17, 2000
- December 8, 2000
- January 19, 2001
- February 16, 2001
- March 16, 2001
- April 20, 2001
- May 18, 2001
- June 20, 2001

As in the past the meetings will be held in Jefferson Alumni Hall, 1020 Locust Street, Philadelphia, beginning at 7:30 PM. At the June meeting it was decided to continue the customary dinners prior to the meetings at 6:15 PM, with Bill Gardiner again handling reservations.

Philadelphia Chapter first began meeting at the Jefferson Alumni Hall in September 1990.

## A Message to the Philadelphia Chapter NRHS Membership

I have accepted an opportunity to join the Burlington Northern & Santa Fe Railway's Service Design and Performance Department in Fort Worth, Texas as senior manager - service design. As a result, at the June 16, 2000 Chapter meeting I tendered my resignation as president, Philadelphia Chapter NRHS and chairman of the Board of Directors to Senior Vice President Les Dean with an effective date of August 1, 2000.

It has indeed been a privilege and honor to serve as president of the Philadelphia Chapter since April 1995. As I have stated many times, the smart and hard work and dedication of this Chapter's Board of Directors always made my job easy. In addition, I am very proud of how our membership rallied to enable our Chapter to achieve its major financial goals. Those being the retirement of our debt to Lancaster Chapter NRHS and investment in a CD in order to have funds working for our Chapter. During our annual dues renewal, year-end raffles and throughout the year via the Genuardi Register Tape Program you, the Chapter members, have "stepped up to the plate". I personally thank you for your consistent support.

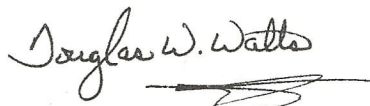
Philadelphia Chapter stands proud as one of the NRHS's largest chapters in total membership but more *importantly* as a chapter exhibiting dedication and pride in being at the forefront of historic preservation and mentoring future generations of rail historians.

I challenge each of you to assist Senior Vice President Dean and the Board of Directors to complete two remaining goals and to develop new goals for Year 2001 and beyond. The two remaining goals your officers have been working on are succession planning and establishment of an additional annual source of income for our Chapter.

Through succession planning we will always have a groomed talent pool ready to accept the opportunities offered by positions of leadership within the Chapter. The establishment of an additional income source will greatly assist in our Chapter's quest to keep former Reading FP7 No. 903 "at the ready" to team with Lancaster Chapter's former Reading FP7 No. 902.

We have a talented, knowledgeable membership that I know will support the new leadership team as you have supported the team I have been part of since April 1995.

I wish each of you great health and happiness. Enjoy a safe and prosperous summer season.



Douglas W. Watts, President

### Another Message to the Philadelphia Chapter NRHS Members

I know that I speak for the entire Philadelphia Chapter in wishing Doug Watts the very best in his new position with BNSF. It is certainly a wonderful opportunity for Doug, and BNSF did very well for itself, too.

As Doug pointed out, our immediate task is succession planning: we have eight months to elect a president and a senior vice president, and a program chairman must also be appointed. In the past, the senior vice president served as program chairman, but this is not a requirement. In fact, there is no limit to the number of members who can serve on the program committee; rather than have one person find eight programs a year, it may be easier for four people to come up with two each. We all need to be thinking about people who can serve in these positions. No one should feel that "the present officers are doing OK—they don't need me." We certainly do need you.

The other goal Doug mentioned, an additional income source, while not as urgent, is equally important. As you know, our chapter dues basically cover the production of

*Cinders*, and we don't want to raise them. Additional income, particularly for the maintenance of FP7 903, but also for other purposes such as RailCamp scholarships, must come from other sources, and we all know why fantrips can no longer provide income to the extent they have in the past.

Anyone who steps forward to accept responsibility as an officer or committee chairman can depend on the willing help of the existing Board and former officers; you won't be alone. If you would like a closer look at what is involved, all members are welcome to attend our next Board meeting, to be held on Thursday, October 5 at the NRHS National office, 100 N. 17<sup>th</sup> Street, 12<sup>th</sup> Floor, from 7:00 to 8:30 PM. Doug always started and ended the meetings on time, and that is a practice I shall certainly continue during my brief tenure as president.

The Chapter owes Doug a debt of gratitude for his fine work as president, and our best wishes go with him.



LESLIE J. DEAN  
President

NATIONAL RAILWAY HISTORICAL SOCIETY  
PHILADELPHIA CHAPTER, 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 (optional) at 6:15 PM (\$19.00 per person), Meeting at 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: Membership Chair, P. O. Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only membership.

**ADDRESS CHANGES** should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. PLEASE INCLUDE YOUR NEW TELEPHONE NUMBER so our Membership List is complete.

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

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

**Reading & Northern Offering Bi-Monthly Newsletter**

The Reading & Northern Railroad is publishing a bi-monthly newsletter, with news about passenger excursions, motive power, employees, customers, improvement projects and rail history. A one-year subscription is priced at \$16.00. Orders should be placed with the Reading, Blue Mountain & Northern Railroad, Attention Newsletter, P. O. Box 218, Port Clinton, PA 19549-0218, with check or money order payable to "RBM&N Railroad."

**FP7's Perform Flawlessly on June 3 SEPTA Excursion**

On a really beautiful Saturday, June 3<sup>rd</sup>, Lancaster and Philadelphia Chapter's former Reading FP7's 902 and 903 paraded around SEPTA's Regional Rail lines north of the Center City Commuter Tunnel in their first real mainline performance test since the units began their extensive rebuilding process some 15 years ago.

The units began their move for the trip on Wednesday, May 17, when they were towed from Pocopson to Coatesville, PA on the Brandywine Valley Railroad. On Sunday, May 21, volunteers from both chapters deadheaded the locomotives in a live move from Coatesville to SEPTA's Frazer facility to ready them for the June 3 event.

The June 3 train consisted of FP7's 902 and 903, SEPTA RL1 diesel 61, and SEPTA Bombardier push-pull coaches 2504, 2410, 2554, 2556 and 2408. With Chapter Member Frank Lancaster at the controls and Member John Ciavatta as conductor, the train deadheaded to 30<sup>th</sup> Street Station with cab car 2408 leading.

After boarding the 161 revenue passengers, the train operated to the little-used connection between the former Pennsylvania and Reading Railroads at North Philadelphia. After some delay because of being on a track which had a bridge restriction, the train reached North Philadelphia and gingerly traversed the connection under the watchful eyes of Amtrak personnel.

The train then operated to Norristown with the 902 leading, turned on the wye at that point, and executed a photo runby at Wissahickon station on the return trip. When the train reached 16<sup>th</sup> Street Junction, we reversed ends and the train operated in the "push" mode once again to Lansdale for a photo and lunch stop. Unknown until the day before the trip was the fact that it was "Lansdale Day" in that Montgomery County borough, and a large crowd, alerted by some excellent media publicity in *The Reporter*, awaited the special, which continued to operate just about one hour late due to the delays on Amtrak.

Returning from Lansdale, a photo runby was performed at Glenside station, and the train operated to Jenkintown, where

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**David M. Goodman, MD  
June 18, 2000**

It is with sadness that we report to you the sudden passing of Dr. David M. Goodman, 48, of Lafayette, IN, on Sunday, June 18, 2000 as the result of injuries in an automobile accident which occurred near Colfax, IA. Dave was returning from Seattle, WA to Lafayette in his 1968 Ford Thunderbird, which he had just acquired, when his right rear tire blew out on Interstate 80 some 25 miles east of Des Moines.

Dave, with his wife Haekyong, joined Philadelphia Chapter in 1988, quickly becoming active in supporting Chapter activities. A native of Elkins Park, Dave graduated from Cheltenham High School in 1970, Penn State in 1974, and received his medical degree from Thomas Jefferson University Medical Center in 1978. It was Dave who suggested and arranged for Philadelphia Chapter to hold its meetings at the Jefferson Alumni Hall on Locust Street.

Dave relocated from Philadelphia to Lafayette in 1990, serving as a pathologist at St. Elizabeth Medical Center there, as well as medical director of the St. Elizabeth Blood Bank.

Dave enjoyed fishing, tennis and photography, as well as his passion for railroading. In addition to Haekyong, Dave is survived by his mother, a sister and a brother.

Memorial services were held on Monday, June 26 at Joseph Levine & Son on North Broad Street, with interment in Montefiore Cemetery in Rockledge, Montgomery County. *Cinders* Editor Larry Eastwood represented the Chapter at the service. The Chapter extends its deepest sympathy to Haekyong.



Amtrak has introduced a new unconditional service guarantee of "guest" (passenger) satisfaction, marking a first among national transportation providers. The carrier is promising all of its guests a safe, comfortable and enjoyable experience aboard its trains. If a traveler becomes dissatisfied during a trip, he or she should bring their concern to the attention of any Amtrak employee, who will try to make it right. If the guest feels the effort is insufficient, he may call Amtrak and speak with one of 25 "Guest Advocates" chosen from people with prior customer service experience, whose mission is to anticipate, identify and work toward the resolution of internal problems. They coordinate and explain various "service recovery" options short of issuing a Service Guarantee Certificate.

Amtrak has trained its employees on the new policies and actions they may take to resolve guest problems. Three aspects of these practices and policies have been developed:

1. Procedures to insure that all trains are "right and ready" for service, covering every aspect of pre-departure preparation.
2. Insuring more consistent levels of service and amenities.
3. Incentives that promote excellent performance in delivering service to guests.

At the same time, a new corporate identity has replaced the "pointless arrow" dating from 1971 with a new brand identity—a "travel mark" whose shape, convergent lines and suggestion of movement are supposed to capture the excitement of the travel experience. This new identity serves as a master brand and an endorsement for a family of services (such as Acela) that will be introduced throughout the year.

Amtrak issued new Northeast Corridor schedules effective July 9, 2000. Originally, the railroad had hoped to introduce more Acela Regional or even Acela Express service on that date, but further delays in clearing new cars and locomotives resulted in fairly limited changes. Specific changes are:

1. Trains 163 (westbound) and 170 (eastbound) are upgraded to Acela Regional status on weekends as trains 134 and 135. Electrically-powered all the way, this means a later departure from Boston and an earlier arrival as well. Train 134 also adds a stop at Old Saybrook.
2. Springfield Line trains 494-495 are now shuttles rather than through connections.
3. Metroliners 127 and 112 and Acela Regional train 131 add stops at BWI Airport rail station in Maryland.
4. Train 187 is discontinued Saturdays, but train 189 adds a trip on that day.

5. Trains 86 and 198 are 15 minutes faster.

6. The Harrisburg Line adds a weekday round-trip, designated as Trains 605 and 618.

7. The **Adirondack** has added its usual seasonal stop at Port Kent, NY, and the **Ethan Allen** operates slower north of Fort Edward, NY.

8. Most Empire Service trains feature minor schedule adjustments to accommodate trackwork. Additional Sunday evening service is provided by train 268, leaving Albany at 6:20 PM, arriving New York Penn Station at 8:45 PM. For Saratoga Raceway patrons, train 70 is added Saturdays between July 24 and September 2.

In motive power items, Wilmington shop was working on the following AEM-7 remanufacture projects at the end of June (in order): 920, 919, 908 and 927. Additionally, the 905 was at Bear for painting.

P42's are being turned out in the newer livery (NortheastDirect colors), more or less in numerical order as they receive overhauls. Units between 1 and 18 had been noted by early June. Previously, only wreck repairs (51-52, 77, 93 and 95) had emerged in the newer paint scheme.

Examples of the F40 fleet recently refurbished by Beech Grove have been described as "like new" in both internal and external appearance. It has been over five years since any F40 was overhauled, and for the record 231, 297, 353, 358 and 414 were rebuilt at that time. The first eight rebuilt F40's in the current program are 386 (4-25-00), 393 (3-31-00), 397 (4-29-00), 398 (6-08-00), 401 (3-31-00), 404 (5-13-00), 406 (5-31-00) and 409 (5-27-00).

Five NEC F40's are known to have been equipped with the new ACSES cab signal and speed control equipment, and these are the 226, 273, 288, 291 and 394. This will be the standard for high-speed train service.

The 13<sup>th</sup> and 14<sup>th</sup> F40's rebuilt for Bangor & Aroostook service are number 462, rebuilt from Amtrak 362 and released on 5-27-2000, and 463 (ex-376) released on 6-25-2000. Both are under a seven-year lease.

The latest Capstone releases are Business class 81507 (ex-44931) on June 20 (total 11 cars now), coaches 82061 (ex-21642, 6-23-2000), 82062 (ex-21643, 6-27-2000), 82064 (ex-21646, 6-29-2000), 82505 (ex-44640, 6-06-2000) and 82506 (ex-44641, 6-16-2000). There are a total of 71 coaches now done. Prototype café car 85500 has been back at Bear since the beginning of June for evaluation. Cost considerations may result

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## ON THE SCENE (Continued from Page 4)

in a less elaborate conversion for future cars of this type. It was returned to service on July 7. A second café car, 85000 (ex-20131) was released on June 20 and appears similar to the 85500.

The latest two Amlounge II's rebuilt with an enclosed smoking room and named are 28006-Richmond Club and 28013-Boston Club. The 28009 will be next on the production line at Chicago. The third rebuilt dining car, 8551, was released on May 27, 2000.

Amtrak, the consortium building the Acela trainsets and the Federal Railroad Administration have agreed on a "fix" for the truck problems suffered by both the new trainset power units and the HHL electric locomotives. Basically, a longer bolt has been installed, allowing it to be secured on the other end. Initially, the bolts which were the cause of the problem have been just screwed into the truck frame, allowing them to loosen or fall out with the stresses of high-speed operation.

As this is written, Amtrak hopes to have at least some of the new locomotives in service by the end of July, and the first Acela Express trainsets by early September. Alas, the new electrics are desperately needed, as reports of significant delays mount. These have especially affected the high-profile New England Acela trains, with some instances of hours-long delays where there have been AEM-7 failures enroute.

In California, Pacific Surfliner service (the former San Diegans) now are running with a second five-car trainset of the new cars. The third set is expected to enter service in early August. Each set consists of one 6300-series business class coach, two 6400-series coaches, one 6800-series café-coach and a 6900-series control coach-baggage car. The arrival of the first set of new cars released five Horizon cars to Chicago (where they will be part of this fall's "charter fleet"). The second set released five more Horizon cars to add a weekend extra train to carry Del Mar race course visitors.

The eight trainsets required for Pacific Surfliner service now include the two Surfliner sets above, two California/Superliner sets with up to 12 cars and four Amfleet/Horizon sets with totaling 25 cars. As many as five of the eight consists also include a baggage car.

The precedent established in other markets will soon be extended to Southern California. Reservations will be required because the capacity of the new trains will not be as great as the Horizon and Superliner cars they are replacing. Reservations will chase away the "overflow" (whose reaction won't count in Amtrak's much-ballyhooed Service Standards Initiative).

Amtrak has announced plans for limited train service to Monterey, Mexico. This prompts recollections of through sleepers which have previously been operated across the border, typically between St. Louis and Mexico City. This lasted until the mid-1960's, with Mexican (ex-New York Central) 10-6 sleepers running through over the Missouri Pacific. Earlier, NdeM and MP had fielded a more ambitious venture—a through express train named the City of Mexico. During the summer of 1938, for example, the train included five Pullmans, an MP Spanish Lounge observation (with valet and shower) and an MP diner (with, presumably, its famed bottled water).

This train operated on a weekly basis, leaving St. Louis on Sundays and returning from Mexico City on Thursday. Stops for passengers in the U.S. were limited to Little Rock, Texarkana, Longview and San Antonio. The train departed St. Louis at 5:30 PM, reached Monterey late on the second evening and was into Mexico City about 48 hours after leaving St. Louis.

Amtrak's Lake Country Limited has added a stop at Zenda, IL, with free connecting shuttle service to downtown Lake Geneva and major resort complexes. Also in this area, Hiawatha Service trains have each added a coach to accommodate increasing ridership. Two trainsets protect this service, with push-pull operation allowing quick turnarounds.

Amtrak and Canadian Pacific have opened a joint shipping facility in Detroit, on the site of the old Michigan Central station (Amtrak has used a different site near the General Motors headquarters for several years).

Mayors Tom Carper of Macomb, MS and Marc Morial of New Orleans have been appointed Chair and Vice Chair of Amtrak's Mayor's Advisory Council, established to encourage cooperation with local mayors along the Amtrak network.

VIA Rail Canada's Hudson Bay between Winnipeg and Churchill has been redesignated as the Northern Spirit. Five leased Amtrak 10-6 Heritage sleepers have been refurbished and modified for this train (other assigned cars will follow over the next year). Roomettes have been redesigned as "single bedrooms" and their toilets removed. One roomette has been modified as a general toilet. Three other roomettes per car are used as a crew dorm. So, the cars are now diagrammed with six single bedrooms and six double bedrooms.

VIA is testing three cars built in 1996-97 by Alstom in England. The cars were intended for an aborted overnight service through the Channel Tunnel. Of 139 cars ordered, 45 were completed (25 coaches, 19 sleepers and six service-lounges). VIA is testing one of each. As I understand it, the cars meet European but not North American strength standards, so they will need a waiver for operation (as information, the Talgo trainsets also need a waiver).

The M-7 commuter car order for New York's MTA includes an initial allocation of 192 cars for the Long Island Rail Road and 34 cars for Metro-North. If all options are exercised through the year 2008, LIRR would receive 770 cars. One problem that arises is that the new cars seat significantly less than the old cars (ADA compliance, among other things). The new cars would include thyristor-controlled AC propulsion, single-leaf doors, computerized diagnostics, etc.

On June 24, Los Angeles opened the final three-station segment of the Red Line subway, taking service into the San Joaquin Valley. The route now consists of 14 stations (Union Station is the other terminus) plus a two-station branch west to Wilshire-Western. Further extensions of "heavy rail" in the Los Angeles area has been suspended over political and funding issues.



## FRANK G. TATNALL, JR.



## SEPTA REGIONAL RAIL

MetroRail, SEPTA's concept of a hybrid commuter rail-transit system for the Schuylkill Valley, was approved by the SEPTA board on June 22. Its official designation as the "locally preferred alternative" for the 62-mile, \$1.4-billion Philadelphia-Reading project allows SEPTA, and its partner agency BARTA in Berks County, to apply for Federal funding, much of which would come from the so-called New Starts program. The Pennsylvania Legislature has already included \$300 million for the Schuylkill Valley Metro in the State's Fiscal Year 2001 capital budget. In late June, the BARTA board also gave thumbs-up to the MetroRail proposal.

SEPTA's cost estimates for MetroRail envision a separate, mostly double-tracked electrified line all the way to Reading and Wyomissing, utilizing NORFOLK SOUTHERN's right-of-way west of Norristown except for a diversion through Phoenixville. NS appears to have tempered its initial opposition, but reportedly both of Pennsylvania's Senators, Rick Santorum and Arlen Specter, have told NS CEO David Goode that they expect the freight railroad to cooperate in the project. In response to critics' complaints that the MetroRail line would be overbuilt, given the level of projected ridership, SEPTA General Manager John K. Leary, Jr. said that "transit must set the pace" in anticipating future traffic flows, rather than letting the highways do it. This is part of "a new positive strategy for SEPTA," he said. If all goes according to SEPTA's plans, construction of the line will begin in 2003 and the line will open in 2007.

One of several unanswered questions in the MetroRail scheme is the fate of a separate proposal to resume passenger rail service to Quakertown. Projected to cost \$180 million, the favored option is a diesel-powered service to operate between Quakertown, Lansdale, Norristown and Philadelphia, utilizing the former Reading Bethlehem and Stony Creek branches. SEPTA has said nothing about how this service would integrate with MetroRail, if at all.....SEPTA has agreed to participate in the "Schuylkill Valley Corridor Transit-Oriented Development Program," sponsored by the Delaware Valley Regional Planning Commission.

SEPTA expects to issue new Regional Rail timetables on or about August 20. The 45-car push-pull fleet will be redeployed at that time, with two six-car sets assigned to R3 West Trenton, two to R7 Trenton, one to R2 Warminster and the other

two remaining in R5 Paoli-Thorndale service. These changes will provide additional capacity for the expected increase in traffic to result from heavy construction work on I-95, beginning later this year.....The upgraded signal system on the Neshaminy Line north of Jenkintown was expected to be cut in during the latter part of July.....As of mid-July, 104 General Electric Silverliner IV MU cars had received SEPTA's new red-white-blue striping, plus two Budd Silver II cars which were the first of their class to receive the new image.....A spokesman for the Brotherhood of Locomotive Engineers has urged SEPTA management to appoint an assistant general manager to head the Railroad Division, rather than having its chief operations officer report to the AGM of Transit Operations as at present.

June 23 was a trying day for SEPTA riders. The pantograph of an outbound train snagged the overhead catenary at Jenkintown station about 7:30 AM, completely disrupting service on the R2 Warminster, R3 West Trenton and R5 Lansdale-Doylestown lines. Thousands of regular commuters and others bound for the tall ships display at Penn's Landing found themselves either stuck on stalled trains or waiting for trains that did not come. After four hours, some limited service was resumed, but delays persisted through the afternoon rush period. Trains on the western side of the system were turned back at Wayne Junction or in center city. Then, at 8:40 AM a woman jumped or fell in front of a Market-Frankford subway train at the 15<sup>th</sup> Street Station, severing her legs above the knees. She was reported in serious condition at Hahnemann University Hospital. Power had to be shut down for an hour as passengers were forced onto shuttle buses between the Spring Garden and 30<sup>th</sup> Street stations.....On May 31 R6 train 6634 derailed one wheel on the hand-operated crossover at "River," near Miquon station. This was just days before the completion of trackwork in Manayunk, which had necessitated the single-track operation.

The new Fairplay at Churchmens Crossing station, constructed by DeIDOT on the AMTRAK mainline 4.5 miles north of Newark, DE, was opened for service on June 29. It is served weekdays only by SEPTA's R2 Newark trains.....SEPTA posted notices in late June that it would operate a modified Saturday service on Monday, July 3, with additional morning and afternoon peak as well as late evening trains. As usual, Sunday service was operated on the July 4 holiday.....The R6 public timetable issued on June 4 shows a Reading steam-powered train on the cover, apparently at Manayunk.....SEPTA has reached an agreement with Drexel University for access to its Powelton Avenue crew office. Drexel now owns a parcel of property on North 32<sup>nd</sup> Street originally owned by the Pennsylvania Railroad and later by AMTRAK.....The June issue of *Railway Age* carried a photo of one of SEPTA's former Budd Pioneer III MU cars, carrying a group of crash dummies, as it smashed into a concrete wall at 26 mph at the Transportation Technology Center near Pueblo, CO. Three of the ex-Pennsy cars were acquired from SEPTA to be used in such tests.

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# PHILADELPHIA EXPRESS

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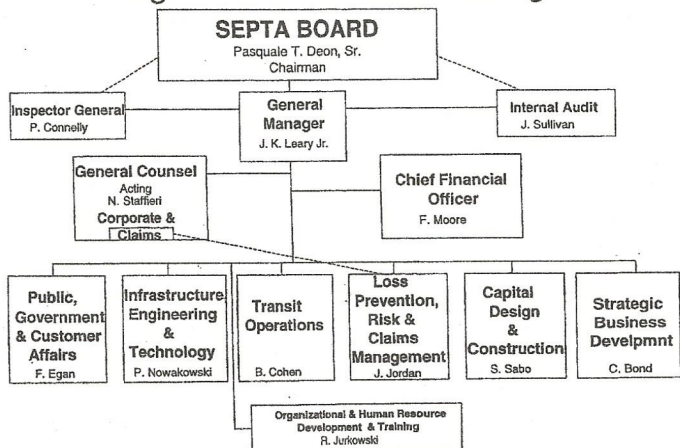
As if SEPTA hadn't suffered enough public indignation over the train fire in Suburban Station on May 25 (see June *Cinders*), the *Daily News* later reported that the crew of R3 train #313 from West Trenton had notified a SEPTA dispatcher 50 minutes earlier that smoke was issuing from beneath the lead Silverliner II, #205. But, the paper said the dispatcher ordered the crew to keep coming in spite of repeated warnings of the problem. When the train finally reached Suburban Station at 7:20 AM, 28 minutes late, the underside of the car burst into flames, creating a cloud of dense smoke and forcing the evacuation of the station area for over two hours. The trouble was later traced to a defective device on the car known as a smoothing reactor. Publicly acknowledging the error—which was a violation of Railroad Division rules—SEPTA ordered an immediate inspection of the entire car fleet to spot any similar defects before they cause trouble.



## SEPTA TRANSIT

The reorganization of SEPTA's management structure, as noted in the June issue of *Cinders*, took effect on July 1. The accompanying chart shows the six new business divisions reporting to General Manager Leary, four of them headed by previous SEPTA managers (James Jordan in Loss Prevention and Steven Sabo in Capital Design & Construction are new hires this year). All operations are now the responsibility of Assistant General Manager Bernard Cohen, who has four operating groups—bus, commuter rail, subway/light rail and paratransit—reporting to him as well as the Control Center and Service Planning & Scheduling functions. A career engineering manager, Patrick Nowakowski shifts from chief operations officer to head the Infrastructure Engineering & Technology group (which includes labor relations). As explained earlier, the reorganization is Leary's response to SEPTA's well-documented failures in investigating the tragic escalator accident at Cecil B. Moore subway station, and the subsequent critical report by a blue ribbon panel (see June *Cinders*).

### Organizational Restructuring



The SEPTA board on June 22 approved the \$485-million capital budget and the \$778.6-million operating budget for Fiscal Year 2001, which began on July 1. There was little adverse comment received on either document at the public hearings held in May. Two major variables in the operating budget are the cost of fuel (a very favorable contract for diesel fuel expires this month), and negotiations with Transport Workers Union Local 234 to replace the present contract which expires next March 15. The Pennsylvania Legislature in June approved the State's budget for 2001, which includes \$475 million for SEPTA.

SEPTA has joined the rest of Philadelphia in putting its best foot forward for the thousands of visitors attending the Republican National Convention July 31-August 3. The effort includes the sprucing up of certain subway and subway-surface stations, as well as adjoining concourses, the assignment of office personnel as red-jacketed "ambassadors," extra service on the Broad Street subway, extra cars on some Regional Rail trains, a network of bus shuttles for GOP delegates and the distribution of special \$7 "PoliticalFest" Day Passes. The public can use these passes for unlimited travel on SEPTA between July 26 and August 5. The PoliticalFest "world's fair of politics" runs through August 3 at the Convention Center. A nine-day Anywhere pass will also be available for \$25, good from July 29 through August 6.

SEPTA has restrung the trolley wire on 12<sup>th</sup> Street south of Market, which had been removed during construction of the new Loews Hotel in the former PSFS Building. At least one PCC excursion has already operated over the track.....New-style SEPTA bus stop signs are going up on center city street corners, and elsewhere, part of SEPTA's improvement campaign.....A private group, working with a \$100,000 City grant, has erected 11 eye-catching bus stop shelters on Chestnut Street highlighted by colored glass and stainless steel.....By the end of June SEPTA had put 100 of its 155 new Neoplan articulated buses on the street, but some of the aging Volvo artics were to continue running until after the Republican convention, when they'll be retired. A total of nine routes will be served by the new buses by mid-summer.....Frontier District buses at Norristown Transportation Center are now alerted if R6 trains from Philadelphia are running late, and will wait up to five minutes past scheduled departing time for transferring passengers.

Last month, SEPTA expected to place into service its new Automated Information Retrieval System (AIRS), which is designed to greatly speed up the response time to route and fare inquiries received at SEPTA's Travel Information Center (215-580-7800). Previously, agents had to refer to a file of 140 timetables, plus maps, to provide answers to inquiries, but AIRS converts such paper-based route information to a computer-accessible database which allows agents simply to key in origins and destinations for quick responses on their computer screens. Two kiosks allowing customers direct access to AIRS were to be installed for Republican convention delegates, and later such kiosks will be installed at SEPTA transportation centers and locations in center city. AIRS will also be accessible through SEPTA's Internet website at [www.septa.org](http://www.septa.org). By October, tokens and passes will be available for sale via this website.....Tierney & Partners, SEPTA's new advertising agency, has been asked to develop a three-year marketing plan for SEPTA. But the new campaigns will be more "product-oriented" than "image-oriented," and no new slogans are planned to replace the present "Serious about change." Tierney also produced a two-minute video highlighting SEPTA services for distribution to Republican convention visitors. (Continued on Page 8)

## PHILADELPHIA EXPRESS

(Continued from Page 7)

Effective July 1, PennDOT has reduced the "blackout" periods for senior citizen passengers to one hour in the morning and one hour in the evening (7-8 AM and 4:30-5:30 PM). At all other times, seniors can ride free on transit and at a reduced rate on Regional Rail, with proper identification. The program is funded from State Lottery proceeds.....Ridership on mass transit in the U.S. is at a 40-year high, with more than nine billion trips taken during 1999 (*Fast Mail*).....The Federal Transit Administration reports that the average operating expense per passenger mile in 1998, for the 30 largest U.S. transit agencies, was 29 cents for heavy rail, 48 cents for light rail, 27 cents for commuter rail and 61 cents for bus (NARP).....The Pennsylvania Public Interest Research Group is urging SEPTA to phase out diesel buses in favor of environmentally-friendly alternatives such as liquefied natural gas, fuel cells and electrically-powered vehicles. SEPTA is moving forward with the proposed purchase of 12 hybrid diesel-electric buses, in which a battery-powered motor is recharged by a diesel generator.

Chapter Member John LaForce, who is SEPTA's deputy chief engineer-operations and known as the "signal czar," was profiled in the June 13 issue of *Metro*, the newspaper distributed at SEPTA locations. John is also the longest-serving management employee at SEPTA, his service going back to 1954 when he was hired by PTC as a trolley operator.....The *Inquirer* ran an editorial in its June 3 editions entitled "Get back on track," which advocated returning trolley service to center city. A proposed rail loop would serve the historic district, the Convention Center, some hotels and the emerging Delaware River recreation district.....The *Daily News* launched another of its attacks on SEPTA with a July 5 report that a young girl carrying a baby had fallen into a water-filled pit at the 46<sup>th</sup> Street elevated station. The intersection had been flooded in a heavy rainstorm on June 18, carrying away the plastic covering over the access tunnel to an out-of-service escalator. No serious injuries resulted, but the girl's family threatens a lawsuit.....The 16-month reconversion of the former Chestnut Street Transitway was completed in mid-July, in time for the GOP convention.



# AMTRAK

AMTRAK issued a new Northeast public timetable and a new Northeast Corridor employee timetable #6, both effective July 9, but the long-trumpeted Acela Express is still among the missing. At the same time Amtrak unveiled a new policy, and a huge new banner in 30<sup>th</sup> Street Station complete with Acela logo to promote it. A not-exactly-original slogan—Satisfaction guaranteed—calls attention to the policy which states that any passengers who are not satisfied with his or her experience on Amtrak can ask that an employee correct the problem, and if that fails can apply for a "Service Guarantee Certificate" entitling them to equivalent free travel in the future. New service standards being phased in include improved on-board amenities and employee incentives for better performance. "Consumers want travel that improves their quality of life," said Amtrak President George Warrington. And as for the delayed introduction of Acela, he said that "the marketplace will decide whether it likes what Amtrak is offering. Once we get up and running, all the hand-wringing about Acela will be history."

Amtrak last month was making detailed preparations to handle the expected influx of visitors to the Republican National Convention beginning July 31. Welcome banners will hang from the walls of the cavernous main waiting room at 30<sup>th</sup> Street Station and red, white and blue flowers will be seen inside and outside, along with special lighting. Greeters will man booths to welcome and assist the visitors.....Effective with the July 9 schedules, AMTRAK's Keystone Service added a ninth round-trip, leaving Harrisburg at 7:45 AM and returning from 30<sup>th</sup> Street at 9:43 PM. The train is being subsidized by PennDOT.

A 15-year-old Northeast Philadelphia neighborhood girl took a chance when she scampered across AMTRAK's mainline about 7:13 PM on July 3. She failed to see Clocker #629 bearing down on her, and was struck and killed in that 90-mph zone. A 15-year-old friend narrowly escaped the same fate. Police said that teenagers and others often use the tracks for a shortcut.....AMTRAK's ex-Pennsylvania Elizabethtown station on the Harrisburg Line will receive a \$2.1-million restoration, with a \$300,000 grant for the Federal TEA-21 program now added to funds received from Amtrak, Lancaster County, the borough and the Great American Station Foundation (Harrisburg Chapter).....But down the line at Paradise some opposition is developing to the new station planned for that town, which would allow Amtrak passengers to transfer to and from the STRASBURG RAIL ROAD and local buses.....AMTRAK AEM-7 electric locomotives dressed in the new Acela-style paint scheme include 904, 907, 912, 914, 916, 924 and 934 (*Bull Sheet*).

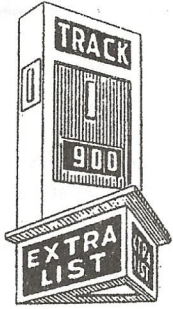


# CSX NS OTHER ROADS

Corporate Raider Carl Icahn last month informed CSX that he intended to buy up to 15 percent of the company's stock, which he considers undervalued. In response, the CSX board changed its Shareholder Rights Plan, a "poison pill" designed to ward off unwanted takeovers, by lowering the single-investor threshold from 20 percent to ten percent. CSX stock has been trading in the mid-20's, far below its pre-CONRAIL peak (*Traffic World*).....Effective June 1, CSX has reorganized its Northeast Region, based at Selkirk, NY, folding the former Cumberland Division into the Baltimore Division. In addition, the River Line along the Hudson River has been transferred back to the Albany Division.

NORFOLK SOUTHERN held an auction of surplus equipment in June at Juniata shop, Altoona. One of the locomotives sold was former CONRAIL (and Pennsy) E8 #4020, renumbered 1000 by NS. The buyer: JUNIATA TERMINAL Owner Bennett Levin, who plans to replace the side sheets and paint the unit in PRR tuscan red. Now he would like to acquire one of CSX's retired ex-Conrail E8's (Bennett Levin).....NS now bases much of its office car fleet at Juniata shop in Altoona.....For the 11<sup>th</sup> year in a row, NS has won the E. H. Harriman gold medal for posting the best safety record among railroads whose employees worked 15 million hours or more in 1999 (*Railway Age*)..... Six railroads, including CSX, NS and CONRAIL, have filed suit in Federal court in Fort Worth against the Brotherhood of Maintenance of Way Employees, seeking to require the union to provide ten days' notice before striking over safety issues (*Weekly Rail Update*). (Continued on Page 10)





AUGUST 11-13, 2000: Norfolk Southern exhibit car will be open to the public at Bethlehem, PA, most likely at the former Jersey Central station near downtown. The rebuilt passenger car contains displays depicting the history and operations of the NS system. The car has been on the road for several years, but just recently began visiting former Conrail locations.

AUGUST 12: 40<sup>th</sup> anniversary celebration of reopening of East Broad Top narrow-gauge railroad, Rockhill Furnace, PA, with special train and trolley operations, films and other events. For information, contact East Broad Top Railroad, P. O. Box 158, Rockhill Furnace, PA 17249-0158 (telephone 814-447-3011).

AUGUST 18: Annual summer dinner of Philadelphia Chapter NRHS at Cresheim Cottage Café, 7402 Germantown Avenue in the Mount Airy section of Philadelphia. For details, see notice on Page 1, this issue.

AUGUST 19: "Ice Cream Sundae Dessert Train" on Reading & Northern Railroad, sponsored by Reading Company Technical & Historical Society. Train departs Temple (PA) station at 6:30 PM for ride to Hamburg and return, with stop at Leesport where passengers can make their own ice cream treats. Fares: \$11 adults, \$6 children (4-12), \$32 family (two adults and two children). Order tickets from: RCT&HS Passenger Operations, P. O. Box 15143, Reading, PA 19612-5143, making checks payable to "RCT&HS" and enclosing stamped, self-addressed envelope.

AUGUST 20: Trolley photo excursion on SEPTA's West Philadelphia subway-surface routes, sponsored by Wilmington Chapter NRHS. Both Kawasaki car #9000 and orange maintenance PCC car will be used. Trip departs Elmwood depot, Island & Elmwood Avenues, at 12:58 PM, returning about 6 PM. Fare: \$35 per person. Order tickets from: Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860-1003, enclosing stamped, self-addressed envelope. For information, telephone 973-383-3355 (9 AM- 5 PM).

AUGUST 25-27: U. S. Postal Service "Celebrate the Century Express", containing exhibits on postage stamps and postal history, will be on display at the B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, during regular museum hours. For information, telephone 410-752-2490.

AUGUST 26: Special train from Tamaqua to Ashland, PA and return via Reading & Northern Railroad, using RBM&N Budd RDC's, sponsored by Schuylkill County Visitors Bureau. For information, contact the Visitors Bureau, 91 South Progress Avenue, Pottsville, PA 17901-3087 (telephone 800-765-7282).

AUGUST 27: All-day trip along Reading & Northern's Lehigh Line from White Haven, PA, using RBM&N diesel locomotives and coaches, in connection with the White Haven Festival. For information, contact White Haven Chamber of Commerce, P. O. Box 363, White Haven, PA 18661-0363.

SEPTEMBER 1-4: Rail Expo 2000 at Steamtown National Historic Site, Scranton, PA, with special trips and displays including U. S. Postal Service "Celebrate the Century Express." For information, telephone 570-340-5200.

SEPTEMBER 9: "Molly Maguires" special train from Tamaqua to Locust Gap, PA and return, via Reading & Northern Railroad, sponsored by Schuylkill Valley Visitors Bureau. For information, see August 26 item above.

SEPTEMBER 16: "Apple Dessert Train" on Reading & Northern Railroad, sponsored by Reading Company Technical & Historical Society. Train departs Temple (PA) station at 6:30 PM for ride to Hamburg and return, with stop at Leesport where passengers can enjoy apple and ice cream desserts. For fares and ticketing information, see August 19 item above.

SEPTEMBER 17: Peter Witt and PCC autumn trolley ramble on SEPTA's West Philadelphia subway-surface routes, using 1926-vintage Peter Witt #8534 and PCC car, sponsored by Buckingham Valley Trolley Association in cooperation with the Association of Railway Museums. Excursion leaves Elmwood depot, Island & Elmwood Avenues, Philadelphia, at 10:30 AM for five-hour tour. Fare: \$27 per person. Order tickets from: George Metz, 13 Post Run, Newtown Square, PA 19073-3014, making checks payable to "BVTA" and enclosing stamped, self-addressed envelope. For information, telephone 610-353-4982 (E-mail: [gwmetz@rcn.com](mailto:gwmetz@rcn.com)).

SEPTEMBER 23: Special train from Tamaqua to Pottsville, PA and return via Reading & Northern Railroad, using RBM&N Budd RDC's, sponsored by Schuylkill County Visitors Bureau. For information, see August 26 item above.

SEPTEMBER 23: Railfan weekend on Everett Railroad, Roaring Spring, PA, including diesel-powered special from Roaring Spring to Martinsburg and Hollidaysburg, PA over former Pennsylvania Railroad branchlines. For information, contact Everett Railroad, 414 2<sup>nd</sup> Avenue, Duncansville, PA 16635-9471 (telephone 814-695-9628).

SEPTEMBER 24: Annual Railroadiana & Model Railroad Show & Sale at Dieruff Senior High School, Irving & Washington Streets, Allentown, PA, sponsored by Lehigh Valley Chapter NRHS. Hours: 10 AM-4 PM. Admission: \$3 per person, families \$5. For information, telephone 610-261-0133.

THROUGH OCTOBER 6: "Tracking Stocks: The Financing of the American Railroad," exhibit of historic railroad stock and bond certificates, as well as original rail artifacts such as china and menus from an early dining car, at Federal Reserve Bank of Philadelphia, 6<sup>th</sup> & Arch Streets. Admission is free. Hours: 9 AM-3 PM Monday through Friday. Cooperating in this exhibit are the Museum of American Financial History, New York, and the Railroad Museum of Pennsylvania, Strasburg. For information, telephone 215-574-3810.

OCTOBER 7-8: East Broad Top Railroad Fall Weekend at Rockhill Furnace, PA, featuring narrow-gauge steam operations and streetcar operations at adjoining Rockhill Trolley Museum. For information, see August 12 item above.



Saving Lives at  
America's Highway-Rail  
Crossings.

## PHILADELPHIA EXPRESS

(Continued from Page 8)

The Railroad Museum of Pennsylvania has received a State grant to help build a new roundhouse adjacent to its present turntable.....The Great Train Store chain is in bankruptcy and is closing its stores, including those at King of Prussia and Willow Grove Park malls.....Construction has begun on NJ TRANSIT's controversial 34-mile, \$604-million Southern New Jersey Light Rail Transit System, which will operate between Camden and Trenton. Governor Whitman presided at the May 8 groundbreaking in Camden.....A Lancaster developer has converted the former Hamilton Watch factory into residential housing, with a railroad theme. "Clock Towers" will include a six-foot replica of an early 1900's Hamilton pocket watch (Harrisburg Chapter).....Ex-CANADIAN PACIFIC Royal Hudson #2839, long stored in Allentown, then Bath, has been sold and moved to California.

### FP7's Perform Flawlessly on June 3 SEPTA Excursion

(Continued from Page 3)

ends were again reversed and the train operated to West Trenton. At West Trenton, photographers got another opportunity as the train moved from the yard back to the station under perfect sunlight conditions. A relief crew consisting of Chapter Member Rich Werner and Shawn Dustman was also at work by this time.

Because of concern on crew time constraints for the original crew, a planned photo stop at Neshaminy Falls was scratched, and a train operated directly back to 16<sup>th</sup> Street Junction, where the move up onto the Amtrak mainline was expedited. On the return to 30<sup>th</sup> Street Station, the train traveled through the little-used New York-Pittsburgh subway at "Zoo" tower, so the equipment would be properly positioned for the deadhead move back to Frazer following the trip.

The excursion arrived back at 30<sup>th</sup> Street only about 20 minutes late. After unloading, an AEM-7 was coupled to the FP7's, the RL1 removed, and the train went west toward Frazer, with the FP7's tucked between the AEM-7 and the Bomb cars. Enroute, the FP7's were used to assist the AEM-7 on the grade between Overbrook and Bryn Mawr.

Following the excursion, the units were deadheaded on Saturday, June 10 from Frazer to the siding at Christiana, PA, to participate in the dedication of Lancaster Chapter's new headquarters facility located in the former Pennsylvania Railroad freight station at Christiana. A complete review of that event will be carried in *NRHS News* to be mailed with *National Railway Bulletin* Issue #2, 2000 at the end of July.

The units were then moved to the Railroad Museum of Pennsylvania at Strasburg, where they were on display for Reading Railroad Days the weekend of July 1-3. The units were still at Strasburg in late July awaiting a move back to Pocopson.

The Chapter wishes to thank the people of SEPTA's Railroad Division for their outstanding cooperation in this event. There was a lot of pride and enthusiasm as SEPTA employees observed these former Reading machines on their property, particularly among those whose career roots took them back to the Reading days. We also wish to thank the joint mechanical committee of Lancaster and Philadelphia Chapters for their efforts in seeing this event come to fruition.

## John F. Kirkland May 28, 2000

John F. Kirkland, Philadelphia Chapter member from 1985 through 1999, passed away on May 28, 2000 at the age of 95 in Los Gatos, CA.

Kirkland, a native of Boston, was educated at Northeastern University and began his career in New York Central's locomotive shop in 1928. He later worked for Baldwin Locomotive Works and successor Baldwin-Lima-Hamilton until retiring in 1970.

He authored a number of books on diesel locomotives, including *Dawn of the Diesel Age* and a three-volume work, *Diesel Builders*, which were published by Interurban Press.

John also donated his collection of *Baldwin Locomotive Magazines* to the NRHS Library in Philadelphia, where they are available for individuals researching Baldwin history.

## Attention Chapter Members With E-mail Addresses

With more and more individuals having E-mail capability, *Cinders'* staff thought it an appropriate time to create an E-mail address directory of our members. This listing will be published, probably twice yearly.

Members may submit their E-mail addresses by mail to Editor Larry Eastwood at his home address: P. O. Box 353, Huntingdon Valley, PA 19006-0353, or by E-mail: [reastwood2@home.com](mailto:reastwood2@home.com). With sufficient response, we would hope to publish the first listing in the October or November issue of *Cinders*.

## A Response to "Anonymous Members"

On July 13 and 20, 1999, anonymous messages were left under the door of the NRHS National Office in the Robert Morris Building complaining about receipt of timetables and other matter from another member of this organization. These messages threatened lawsuits and other action if the Chapter senior officers took no action against this member. In the August, 1999 issue of *Cinders*, we responded that there was nothing the Chapter can or would do in the situation.

On July 18, 2000, another message, signed "Anonymous Members", was sent to the Senior Staff of the Chapter, but INCORRECTLY addressed to the Society's P. O. Box 58547 address in Philadelphia. The letter accuses Chapter management of being cynical and hypocritical, among other things.

Since these "anonymous members" do not have the courage to identify themselves, our response will be just as it was last year—there is nothing the Chapter can or will do. Conversely, if these anonymous threats continue and the individual(s) who is sending them to the Chapter officers can be identified, the message sender(s) could anticipate that legal action might be sought against them. Forewarned is forearmed!

## CSX TRANSPORTATION LOCOMOTIVE ROSTER

(including former Conrail units)  
(Corrected to June 1, 2000)



<u>ROAD NUMBERS</u>	<u>MODEL</u>	<u>BUILDER</u>	<u>YEAR BUILT</u>	<u>HORSE-POWER</u>	<u>WHEEL ARRANGEMENT</u>	<u>NUMBER UNITS</u>	<u>NOTES</u>
1-421	CW44AC	GE	1994-2000	4400	C-C	393	1, 2, 3, 4
600-699	CW60AC	GE	1996-2000	6000	C-C	99	1, 2, 5
700-789	SD70AC	EMD	1997-99	4000	C-C	90	1, 2, 6, 7
800-812	SD80AC	EMD	1995-96	5000	C-C	13	1, 2, 8, 9
1006-1018	MT6	Alco	1958		C-C	12	8,10
1021-1068	SWMT	EMD			B-B	33	11
1069-1119	SW1500	EMD	1966-73	1500	B-B	20	12
1120-1128	SW1001	EMD	1973	1000	B-B	9	8
1129	SW1500	EMD	1971	1500	B-B	1	8
1130-1139	MP15AC	EMD	1978	1500	B-B	10	
1140-1149	MP15	EMD	1975	1500	B-B	10	
1150-1194	MP15AC	EMD	1977-78	1500	B-B	45	
1200-1241	MP15T	EMD	1984-85	1500	B-B	42	
1500-1524	GP15T	EMD	1982	1500	B-B	25	
1525-1566	GP15	EMD	1979	1500	B-B	42	8
1943-2174	GP38	EMD	1966-71	2000	B-B	73	13
2200-2350	RD SLUG	EMD			B-B	149	14
2402-2403	SD20-2	EMD	1964	2000	C-C	2	15
2411-2436	SD40-2	EMD	1972-74	3000	C-C	24	16
2450-2454	SD38-2	EMD	1975	3000	C-C	5	
2455-2467	SD38	EMD	1970	2000	C-C	12	8
2500-2814	GP38-2	EMD	1972-80	2000	B-B	284	17
3101-3184	B23-7	GE	1977-79	2250	B-B	35	18
3185-3188	B23-7R	GE	1972	3000	B-B	4	8, 19
3305	U23B	GE	1975	2250	B-B	1	
4280-4299	GP39	EMD	1969	2300	B-B	16	
4300-4319	GP39-2	EMD	1974	2300	B-B	20	20
4400-4452	GP40-2	EMD	1973-80	3000	B-B	53	8
4600-4621	SD40	EMD	1966-71	3000	C-C	16	
5000-5016	CW60AC	GE	2000	6000	C-C	17	1, 2
5500-5581	B30-7	GE	1978-81	3000	B-B	79	
5783-5925	B36-7	GE	1983-85	3600	B-B	141	21
5930-5961	B40-8	GE	1988-89	4000	B-B	32	22, 23
6000-6499	GP40-2	EMD	1971-81	3000	B-B	343	24
6506-6854	GP40	EMD	1966-71	3000	B-B	34	
6900-6947	GP40-2	EMD	1979-80	3000	B-B	45	25
7000-7094	C30-7	GE	1979-81	3000	C-C	59	
7116-7126	C36-7	GE	1985	3750	C-C	11	8
7300-7396	CW40-8	GE	1990-94	4000	C-C	97	2, 8
7480-7488	C39-8	GE	1986	3900	C-C	9	8
7489-7646	C40-8	GE	1989-90	4000	C-C	155	26
7650-7917	CW40-8	GE	1991-93	4000	C-C	267	2
8000-8261	SD40-2	EMD	1974-81	3000	C-C	241	
8302-8488	SD40-2	EMD	1966-71	3000	C-C	124	27
8499-8699	SD50	EMD	1983-86	3500/3600	C-C	201	28
8700-8721	SD60	EMD	1984-89	3800	C-C	22	29
8722-8755	SD60I	EMD	1994-95	3800	C-C	34	2, 8
8756-8786	SD60M	EMD	1993	3800	C-C	31	2, 8
8800-8889	SD40-2	EMD	1966-79	3000	C-C	90	8, 30, 31
8952-8976	SD45-2	EMD	1972-74	3600	C-C	6	32
9000-9052	CW44-9	GE	1993-94	4400	C-C	53	2, 33
9500-9508	U18B	GE	1973-74	1800	B-B	8	34
9551-9555	U23B	GE	1973-75	2250	B-B	5	35
9650-9668	GP38	EMD	1966-71	2000	B-B	14	36
9700-9731	GP40	EMD	1966-71	3000	B-B	22	37
9992-9993	F40PH-2	EMD	1981-85	3000	B-B	2	2, 38

TOTAL UNITS = 3680

(Notes to this CSX TRANSPORTATION LOCOMOTIVE ROSTER will be found on Page 12)

## CSXT TRANSPORTATION LOCOMOTIVE ROSTER *Notes*

### NOTES

Certain number blocks are not complete

- 1- Alternating current drive units
- 2- Widenose units
- 3- 1-14 originally numbered 9100-9113
- 4- 1 named Spirit of West Virginia
- 5- 601 named Spirit of Waycross and 602 named Spirit of Maryland
- 6- 700 named Spirit of Cumberland
- 7- 775-789 are former Conrail units, assembled at Juniata Shop, Altoona, PA
- 8- All are former Conrail units
- 9- 812 built as EMD demonstrator, 1995 (Conrail 4128)
- 10- Slug units converted by Conrail, GE, 1978-79
- 11- Yard slugs converted by Chessie, PNC from GP7, GP9 units
- 12- 1069-1099 are former Conrail units
- 13- 1943-1998 are former Conrail units
- 14- Road slugs converted by MK, PNC from GP30, GP35, GP40 units, retaining carbodies and fuel tanks
- 15- Rebuilt by CSX from SD35 units
- 16- Renumbered from 8100, 8200 series
- 17- 2717-2814 are former Conrail units
- 18- 3141-3184 are former Conrail units
- 19- Rebuilt by GE from U23B's, 1989, upgraded to 3,000 hp by Conrail, 1993
- 20- Former Delaware & Hudson units
- 21- 5783-5805 are former Conrail units
- 22- 5930-5949 are former New York, Susquehanna & Western units
- 23- 5950-5961 are former Conrail units
- 24- 6000 rebuilt by CSX from GP0
- 25- Renumbered from 6200, 6300 series
- 26- 7489-7498 are former Conrail units
- 27- Rebuilt by CSX, MK from SD40, SD45, SD45-2 units
- 28- 8499, 8644-8699 are former Conrail units
- 29- 8710-8721 are former Conrail units
- 30- 8869-8885 rebuilt by Conrail from SD40's, 1993
- 31- 8886, 8889 are former Conrail SD45-2 units 6661, 6663 respectively
- 32- 8973-8976 are former Conrail units
- 33- 9000-9002 built as CW44-8
- 34- Painted orange, assigned to maintenance-of-way service (renumbered from 1900 series)
- 35- Painted orange (renumbered from 3200, 3300 series)
- 36- Painted orange (renumbered from 2000, 2100 series)
- 37- Painted orange (renumbered from 6500, 6600, 6700, 6800 series)
- 38- Leased from Amtrak

### ABBREVIATIONS

Alco - American Locomotive Company/Alco Products, Inc.  
 EMD- Electro-Motive Division, General Motors Corp.  
 GE - General Electric Company  
 MK - Morrison Knudsen Company  
 PNC - Precision National Corp.

B-B refers to four-axle units

C-C refers to six-axle units

### SOURCES

Bull Sheet, Allen Brougham, Editor  
Extra 2200 South, Doug Cummings, Editor

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