

CINDER S

Summer 1988



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PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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Gambaccini Named to Head SEPTA

Former New Jersey Commissioner of Transportation Louis J. Gambaccini was hired last month as the new general manager of SEPTA, effective August 29. Gambaccini, 57, after twice turning down the job, apparently changed his mind at the urging of SEPTA's new chairman, J. Clayton Undercofler III, who convinced him that the political turmoil which had marked SEPTA in recent years is now over.

The SEPTA board voted unanimously on July 21 to hire Gambaccini at an annual salary of \$180,000 and other benefits. His salary is \$55,000 higher than that of former General Manager William G. Stead, whose tumultuous departure in December 1987 led to the seven-month quest for a nationally-prominent transit expert willing to take on the daunting task of running SEPTA's cash-starved system.

Gambaccini is widely recognized as one of the nation's most capable and experienced transit professionals. His 32-year career includes positions as assistant executive director of the Port Authority of New York & New Jersey, head of the Port Authority's Trans-Hudson Transportation division, general manager of the PATH rail system, State commissioner of transportation and chairman of NJ Transit. Most recently, he has served as president of the Institute of Public Administration, a prestigious New York-based think tank. He is also given major credit for organizing NJT and helping gain approval of the agency's first bond issue which raised \$475 million for the statewide system.

Praise for Gambaccini's selection came from all quarters within and outside of SEPTA. "We've hit a home run," exulted H. Patrick Swygert, Governor Casey's appointee to the SEPTA board. "He is a very stimulating person," said Lillian Liburdi, budget director for the New York Port Authority who worked with Gambaccini for 18 years. "He energizes people (and) he knows how to deal effectively with transit issues on a regional basis," concluded Liburdi, who herself had been considered for the SEPTA post. "Mr. Gambaccini would give SEPTA virtually every qualification it needs in a general manager, editorialized the Inquirer, "including experience as a hands-on transit manager, a track record as a state transit chief and extensive contacts in the transit industry--as well as with the Federal bureaucracy responsible for transportation planning and funding." Even Roger Tauss, president of Local 234 of the Transport Workers Union, described Gambaccini as one of "only five or six superstars in the transit business in this country" who was "our first choice way back before they hired Stead."

Gambaccini, of course, is fully aware of the major funding problems which impede SEPTA's program to rebuild its decaying infrastructure. In an interview with the Inquirer he indicated that his first important task would be to find the political consensus and the money needed to press forward on this rebuilding. "I believe it's doable," he said. "It's been done elsewhere, in New York City and in Paris...But I really have no instant miracles. It's going to be a tough challenge on a variety of fronts."

The new general manager is now a resident of Ridgewood, NJ, is married and has six children. Part of his contract with SEPTA, which extends for six years, includes an apartment in Philadelphia for his use until he can move his family to the area. He prefers that his name be pronounced "Gamba-CHINI."

Before Gambaccini's selection, the SEPTA board had been considering at least seven other candidates for the general manager's job. These included Alfred H. Savage, 57, the highly-respected general manager of Buffalo's Niagara Frontier Transportation Authority, and two of SEPTA's own officials--Charles Thomas, assistant general manager-operations, and Robert T. Wooten, assistant general manager-public affairs. Savage withdrew his name on June 28, citing a commitment to remain in Buffalo which had earlier hired him away from the Toronto Transit Commission.

Now it is up to General Manager Gambaccini to fulfill the Inquirer's editorial prophecy that SEPTA will "move into the forefront of transit development with Mr. Gambaccini at the helm."

PHILADELPHIA CHAPTER, NRHS, Inc.
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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December) at Engineers' Club, 1317 Spruce St., Philadelphia, PA.
Dinner at Club 6 PM.

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EARLE P. FINKBINER

July 20, 1988

It is with deep sadness that we note the passing of Chapter Member Earle P. Finkbiner of Riverton, NJ on Wednesday, July 20. Earle had been a member of the Society and our Chapter since 1936, and was a member of the exclusive 50-year club. He was Philadelphia Chapter treasurer from 1972 to 1984, and was Chairman of the Library Fund at the time of his passing. Earle had been an instrumental partner in the formation of the Library of American Transportation, now based in the Society headquarters in Suburban Station. He is survived by his wife, Helen. Funeral services were held at the Weber Funeral Home, Riverton, on July 25, with interment at Zion Lutheran Church Cemetery, Spring City, PA. Earle was a dedicated servant to NRHS, and we'll miss him.

FRIDAY, AUGUST 19 IS DATE FOR CHAPTER'S SUMMER DINNER

Casmirri's Restaurant in Langhorne, PA will be the scene of Philadelphia Chapter's annual summer dinner, which this year will take place on Friday evening, August 19.

A delicious dinner, together with the opportunity of socializing with your fellow Chapter members, is offered at this convenient location for just \$18 per person (including tax and tip). Happy hour, with individual settlement, will begin at 6 PM and dinner will be served at 7, with a choice of entrees: Veal cordon bleu or broiled filet of flounder stuffed with crabmeat. The menu will include fruit cocktail, tossed garden salad, green beans almonidine, baked stuffed potato, ice cream parfait and choice of beverage.

Reservations should be made quickly by sending a check to:

William C. Wagner
271 Norfolk Road
Warminster, PA 18974-3725

Checks should be made payable to "William C. Wagner" and choice of entree indicated. Last-minute reservations may be made by telephone to Bill Wagner at 215-675-7222 not later than Tuesday, August 16.

Bill Wagner has arranged this event for many years, using the unwritten rule that locations are alternated between those on former Reading lines and former Pennsylvania routes. This year, of course, it's the "Reading's" turn, with Casmirri's located directly across Bellevue Avenue from SEPTA's Langhorne station. Free parking is also available at the restaurant.

CHAPTER MEMBERS FLOCK TO "GARDEN STATE IN '88" CONVENTION

Philadelphia Chapter was well represented at the NRHS "Garden State in '88" national convention headquartered in Somerset, NJ from July 23 to 31.

Sweltering heat, high humidity, operating delays and administrative snafus plagued the convention, which saw four major trips cancelled for lack of patronage but still offered more than 70 individual excursions, tours and other events. Some 2,200 participants took part in one or more of these events. Tri-State Chapter was the sponsor, with assistance from several other area chapters.

Philadelphia Chapter members spotted at the convention were: Bob Abrams, Dick Barben, Steve Barry, Howard Bender, William Boscoe, John Burke, Mike Burshtin, Rich Copeland, Les Dean, Larry DeYoung, Sheila Dorr, Larry Eastwood, Elliot Engels, Bob Fletcher, John Francis, Hugh Gibb, Harvey and Helen Glickenstein, Herb Hayes, Scott Hertel, Steve Kalow, Dave Kopena, Dennis Linsky, Joe Mannix, Jay Meyer, Phil Mueller, Ken Murry, Harry Myers, Charles Oettle, Carl Perelman, Milt Pricskett, Doug Rowland, Bill Sawicki, Harvey and Katie Seligsohn, Pete and Judy Senin, Russ Snyder, Roy Soukup, Homer and Hazel Stineman, Frank Tatnall, Francis Toomey, Bill Wagner, Fred Weisenbach, George Weiss and Roy Zeiher.



I hope that you are all enjoying your summer, hot as it has been. My first news is that I have elected to return East at the end of August. While I have spent a rewarding 14 months in California from a professional standpoint, I will feel more at home back in the area where I grew up. I hope to be able to attend the September meeting to meet some of our newer members as well as renewing old acquaintances.

In Amtrak news, the greatest development this summer is the order for 50 Comet-type cars from Bombardier. They'll be arriving in the Spring and Summer of 1989 and, externally, will resemble SEPTA's new cars, but modified with folding steps and different trucks. Interiors will be similar to the Amfleet II cars, with 68 seats, meaning more legroom than the conventional Amfleet cars but without the dressing rooms of the long-distance models. Initial plans indicate that the cars will be assigned to the Chicago area, freeing up Amfleet cars for service elsewhere. Two options of 50 cars each are included in the contract and local commuter authorities wishing to purchase cars for their services are being encouraged to add on orders while these cars are in production. With 12 cars about to be delivered to NJ Transit and a recent MBTA order of 50 cars, the Barre (VT) plant will be busy for well over a year.

For the first eight months of Fiscal Year 1989 (through May 31), Amtrak's ridership was up 7.8%. The Corridor showed a 6.8% increase, with Metroliner Service registering a 17.6% gain. In other ridership areas, the Montrealer carried no passengers, of course, but only five local corridors declined, led by the Harrisburg-Philadelphia service, down by almost 14%, much of this because of transfers to added SEPTA service.

To relieve pressure on the Chicago coach yard, Amtrak has reopened the Brighton Park facility for items like periodic inspections and things like toilet and air conditioning repairs.

Amtrak has completed a test program out of Boston for the Coalition of Northeast Governors (CONEG), which involved a Spanish Talgo Pendicular (latest version of the Talgo design) and a Canadian LRC. The Talgo was hauled by a pair of Rohr Turbo cab units from the Empire Service pool, while the LRC used its own distinctive units in VIA colors.

The Rail Safety Improvement Act of 1988 mandates that the FRA, within one year, develop licensing procedures for railroad locomotive engineers. This includes minimum training requirements, knowledge of operating rules and consideration of the applicant's driving record. The Act also authorizes NECIP funding for:

1. CETC work between Wilmington and Boston as well as westward toward Harrisburg
2. Improving power supplies between Wilmington and New Haven
3. Installation of more baggage-rack restraints, seat-back guards and seat-locking devices
4. Installation of 44 "black boxes" and ten electronic warning devices on Corridor locomotives

Engineers can be suspended or their new licenses revoked when they've been caught disabling a safety device or even operating a train with a disabled device. Automatic Train Control is required on all NEC locomotives and MU's by April 1, 1990.

Amtrak is replacing Lexan windows with glass in the Superliner "El Capitan" hi-level lounges, its dome coaches and one of the three Auto Train "Great Dome" lounges.

Bear (DE) facility is reportedly scheduled to begin a program to overhaul Metroliner Service cars for the first time as these cars come due. Recently, an increasing percentage of attention has been given to Amfleet II cars.

Amfleet I 21046 has been noted still running around in the earlier striping and scheme-- needless to say, it's begin to look rather tacky.

VIA Rail Canada's operations this summer find most of the stainless steel cars assigned, of course, to the Canadian, but several other trains also see a limited number as follows: Trains 3 and 4, the Super Continental, carries a Skyline dome Winnipeg-Vancouver; Trains 11 and 12, the Atlantic, includes a Park-series dome-observation, a stainless diner and a Chateau-series sleeper in its consists between Halifax and Montreal, while Trains 134 and 135, the Montreal-Cochrane trains, show a Chateau-series sleeper.

At least 11 VIA Dayniter coaches have received small food preparation units for the deluxe service out of Vancouver to Jasper and Banff. All retain their old numbers, and are: 5709, 5713, 5715, 5717, 5721, 5722, 5732, 5733, 5736, 5745 and 5749.

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ON THE SCENE (Continued from Page 3)

Three heavyweight combines remain in service this summer: cars 7189, 7201 and 7209 are running on the Lynn Lake train (two with coach ends adjoining while coach 5186 is being shopped and one car out of Churchill).

Sleeping car lines are not identified in VIA schedules, but summer requirements look like this:

Trains 1-2 (<u>Canadian</u>)	2 <u>Chateau</u>	Vancouver-Montreal
	3 <u>Manor</u>	Vancouver-Toronto
	2 <u>Manor</u>	Vancouver-Calgary
	1 <u>Park</u>	Vancouver-Toronto
Trains 3-4 (<u>Super Continental</u>)	2 "E"	Vancouver-Winnipeg
	1 "E"	Vancouver-Edmonton
Trains 5-6 (<u>Skeena</u>)	2 "E"	Prince Rupert-Jasper
Trains 7-8	9400	Capreol-Winnipeg
Trains 11-12 (<u>Atlantic</u>)	2 "E"	Montreal-Halifax
	1 <u>Chateau</u>	Montreal-Halifax
	1 <u>Park</u>	Montreal-Halifax
Trains 14-15 (<u>Ocean</u>)	1 "Green"	Montreal-Gaspe
	1 "Mount"	Montreal-Moncton
	1 "Green"	Montreal-Moncton
	1 "E"	Montreal-Moncton
Trains 58-59 (<u>Cavalier</u>)	1 "E"	Toronto-Ottawa
	1 "E"	Toronto-Montreal
	1 "Bay"	Toronto-Montreal
Trains 92-95 (<u>Hudson Bay</u>)	2 "E"	Winnipeg-Churchill
Trains 128-129 (<u>Northland</u>)	1 "E"	Toronto-Cochrane
Trains 134-135	1 <u>Chateau</u>	Montreal-Cochrane

Configurations of these cars are as follows:

<u>Chateau</u>	- 4 sections, 8 duplex, 3 bedrooms, 1 drawing room
<u>Manor</u>	- 4 sections, 4 roomettes, 5 bedrooms
<u>Park</u>	- 3 bedroom, drawing room (dome-observation)
"E"	- 4 sections, 8 duplex, 4 bedrooms
<u>Mount</u>	- 3 bedrooms, lounge
<u>Green</u>	- 6 sections, 4 bedrooms, 6 roomettes
<u>Bay</u>	- 10 roomettes, 5 bedrooms
9400	- 14 roomettes, baggage

Union Pacific has acquired a second dome-lounge for its business car fleet. It was originally a UP car, then Auto-Train, and has since passed through a number of subsequent owners.

In New England, MBTA has opened a new station on the Framingham Line adjacent to Fenway Park to accommodate Red Sox baseball fans.

Bay Colony has leased MBTA's last active ex-New Haven "Shoreliner" coaches for use on Cape Cod this summer. Twelve cars went to the Cape on April 22. Amtrak's Corridor schedules show a connection at Attleboro for Cape Cod off a Washington-Boston round trip. This train leaves Hyannis at 10:30 AM, arrives Attleboro at 12:36 PM, leaves Attleboro returning at 2:30 PM, arriving Hyannis at 4:30 PM.

In the New York area, the two Metro-North MU's destroyed in the spectacular April rear-ender on the New Haven Line were 8840 and 8525. The remaining half of each pair went to Stamford for disposition. Metro-North does make limited use of its Budd RDC's on the Connecticut branches, with cars 11 and 60 noted during June. Out of Grand Central, most of the active cars are M-1, M-2, M-3 and M-4 series, but there are also 53 1100-series ex-New York Central MU's in service, too.

Across the Hudson River, NJ Transit has issued new Northeast Corridor schedules with evolutionary changes. One interesting addition, however, is a 3:30 AM local from Trenton to New York. Many Trenton trains have lost their Linden stop, but my former hometown gains stops on the Long Branch trains.

The Long Branch service is, of course, the big NJT news, with the introduction of electric service to Long Branch on July 2. Off-peak and weekend service is provided by shuttle trains beyond Long Branch to Bay Head. Rush-hour trains have been completely restructured, with five through trains from Bay Head to Newark behind F40 diesels, and no Rahway short turns. Summer weekends, however, see the addition of several through trains between Hoboken, Newark and Bay Head, and of course, the Bergen Shore Express. The rush-hour service has been restructured in the electrified zone, providing faster times. Warning leaflets have been issued to warn passengers that electric trains are relatively quiet and that reverse signalling is now in use (hence the need to look both ways on both tracks).

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

The dog days of summer are still upon the land, so this column will be an unusually brief one. Here are some highlights of what's happening on the area transportation scene.



SEPTA's "Frazer Service & Inspection Shop" should go on line next month, but its opening may be delayed to October. The duck-under connection at the shop's west end is now completed to "Glen" interlocking on AMTRAK's Harrisburg mainline, and the #2 middle track is being rebuilt west to Downingtown for use by SEPTA deadhead trains. No connection will be built immediately at the east end, however. In a surprise development, SEPTA has decided to operate the shop directly with its own forces, rather than contract with Bombardier as previously announced. SEPTA will acquire a second-hand 80-ton diesel switcher (#60) for the new shop.

SEPTA is thinking about naming its Bombardier cars a la NJ TRANSIT's "Comets." One suggestion is "Constitution" cars and specific names such as "Liberty Bell" have been proposed for individual locomotives and cars.....In June SEPTA came up with the idea of increasing capacity by hauling dead Silverliners with one of the idle AEM-7 electrics. A test train was run on June 10 from Paoli to Lansdale with AEM-7 #2305 and MU's #209-218-9009-216 but the Federal Railroad Administration immediately vetoed the scheme.....Silverliner II's #9001 and 9002 are back from Delaware Car equipped with prototype automatic train control devices, but have not yet been tested. On top of this mandated ATC installation, which will cost SEPTA at least \$9.5 million, the FRA has now decided to require that each car and locomotive be equipped with event recorders (so-called "black boxes") costing \$15 million.

New rail, ties and ballast have been installed on four tracks through the Upper Level of 30th Street Station, and work began July 22 on #5 track. This leaves only #6 to handle all Media-Elwyn, Marcus Hook and Airport traffic, so effective July 25 the Marcus Hook weekday service was shifted to the Lower Level. A new R2 timetable supplement was issued carrying a July 24 date. Work on #6 track is expected to be completed by August 26, at which time the placement of welded rail on the four mainline tracks down the hill to Suburban Station portal will begin.

After a hurry-up repair job SEPTA resumed rail service to Cynwyd on August 3, although most trains now turn back at Suburban Station. Cynwyd service was suspended last April 10 after vandals set fire to the control box at "Jeff" interlocking in West Philadelphia, where the branch enters single track. To avoid the costly replacement of this equipment SEPTA has installed a hand-thrown switch at "Jeff" and conductors are now required to sign a train register before entering the 1.6-mile spur to Cynwyd. SEPTA did not appear at all anxious to restore this service but an unusual groundswell of public protest forced the action. A new R6 Cynwyd timetable supplement was issued August 3 and the Norristown side of the R6 route is covered by a separate timetable effective July 24.

Following agreement with the Delaware Department of Transportation, SEPTA will resume commuter service to and from Wilmington next January 15. A total of 27 one-way peak-hour runs are planned for weekdays only. The State of Delaware has appropriated \$750,000 to help fund the extension of R2 service beyond Marcus Hook, which was discontinued on December 31, 1982 (Howard Bender).....SEPTA officials and planning consultants rode the Newtown Line in a hi-rail vehicle July 9 and--with some difficulty--made it all the way to Newtown. A few days later the rails were paved over at the Welsh Road crossing in Huntingdon Valley. No early resumption of rail service is expected, as SEPTA awaits a detailed plan from the Guardian Company of Bear, DE for privately-operated services to both Newtown and Pottstown.

In spite of the prolonged heat wave which has blasted the Philadelphia area this summer, the Blue-liners continue to roll. Current assignments are: Chestnut Hill East trains 6711/6756, Warminster 6217/6238 and Paoli 9536/9565. During the week of July 25 a fourth set of Blues ran on the Norristown Line as trains 6618/6619 and 6642/6643. Blues 9119 and 9127 made several runs to the Airport on June 14 because of a shortage of Silverliners.....With the return to service of long-idle 9123 on June 27, 22 Blues are on the active roster, though management has again been making noises about cutting back on their use. But with the Silverliner shop count sometimes exceeding 100 cars, the old timers are still needed.....After SEPTA's contractor finished ballasting the tracks at the Suburban Station portal in July, it was discovered that the overhead clearance on tracks 2 and 3 had been reduced to the point that the Blue-liners can no longer use them. Thus, all Blues must now operate on tracks 1 and 4.

A sniper hidden in the brush near Suburban Station portal opened fire on SEPTA train #0206 from Marcus Hook about 7:30 AM July 6. Five bullets struck cars 157 and 306. One passenger, a CONRAIL employee, was slightly injured when a bullet hit the outside of the Lexan window on which his head was resting, but the bullet did not penetrate the thick plastic window. No arrest has been made.....SEPTA has decided to remove the disc brakes from ex-Reading Silverliner II cars 9001-9017.....SEPTA Silverliner #259 recently collided

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PHILADELPHIA EXPRESS (Continued from Page 5)

with a runaway New York subway car. Yes, a subway car. The accident happened May 29 at Morrison-Knudsen's Hornell (NY) repair facility, where both cars were being rebuilt. Damage to the 259 was not serious..... Chapter Member Sam James is now working as an operator for SEPTA's Regional Rail system.....SEPTA GP9's #7019 and 7028 will be renumbered 90 and 91 respectively.

Thirty passengers on board Chestnut Hill West train #1845 were injured slightly on June 18 when a CONRAIL crew backed a string of freight cars into the stalled train at Queen Lane station.....SEPTA will spend \$11 million on a four-year program to create 5,800 new parking spaces at some 50 stations in the suburbs. Stations along the Paoli-Downingtown route will be among the first to benefit because these are currently the most overcrowded.....The Brotherhood of Railroad Signalmen has become the first SEPTA rail union to agree to random drug tests, which are still the focus of resistance among most U.S. labor organizations.....Storms created several problems for SEPTA this summer. A violent thunderstorm interrupted service on the night of June 1 as the R6 Norristown Line was blocked for a time by a downed tree near Ivy Rock. On July 9 lightning struck a substation near Yardley and knocked down wires near Neshaminy, delaying both SEPTA and CONRAIL trains for two days. On June 30 similar delays occurred when SEPTA train #388 pulled down wires at Langhorne.



AMTRAK has made some changes in its Operating Department hierarchy, effective July 1. Dennis F. Sullivan has been promoted to executive vice president and chief operating officer, replacing Henry R. Moore who has retired. Reporting to Sullivan are Robert C. VanderClute, vice president-transportation, and Peter A. Cannito, vice president-engineering, the latter based in Philadelphia. Both VanderClute and Cannito were previously AVP's.....It was interesting to note in AMTRAK's June announcement concerning the purchase of Bombardier cars (see El Simon's column) that the president of Bombardier Corp. is Larry E. Salci. He was the former president of Philadelphia's defunct Transit America, Inc.....NARP reports that AMTRAK President W. Graham Claytor, Jr. has told a Senate subcommittee he will not retire any time soon. "I intend to be here for several years," Claytor said, at least until several major projects have been completed.

AMTRAK's Keystone Service between Philadelphia and Harrisburg was the subject of an article in the July issue of *Railfan & Railroad*, written by Harrisburg Chapter Member Dan Copper.....AMTRAK's new employee timetable #7 eliminates all commuter train schedules. Employees must now refer to the public timetables....."AMTRAK Thruway" is the new marketing name for all of Amtrak's feeder bus services (Amtrak News).A construction worker was electrocuted on August 1 when a crane he was standing on struck an AMTRAK power wire in West Philadelphia.....An AMTRAK work train on July 7 ran over and killed a woman lying on the track in Wilmington.



Two days of hearings on a strategic mass transit plan for the region were held August 1-2. Much of the testimony focused on the acknowledged need to create a dedicated funding source for SEPTA and to expand--not reduce--transit services. The plan, to be completed by yearend, is being prepared for a committee of regional elected officials.....Peat Marwick Main & Company, the principal consultant assigned to this study, has come up with a figure of \$3.6 billion to rebuild SEPTA's deteriorated physical plant.....According to an *Inquirer* report, the consultant has also compiled statistics showing which routes recover the highest percentage of operating expenses and which are the biggest losers. The study shows that City Transit buses as a group recover 80 percent of costs, North Philadelphia trolleys 64 percent, the Regional Rail system 31 percent and the Norristown High Speed Line only 22 percent. Of the commuter rail lines, the R5 Doylestown-Paoli route has the highest recovery rate (38 percent) and the Airport Line the lowest (21 percent).

SEPTA's board last month authorized its staff to develop a borrowing plan to meet pressing capital needs, following an in-house study which ranked capital projects by degree of importance. First on the list is the \$225-million rebuilding of the Regional Rail mainline in North Philadelphia, including replacement of 25 decaying bridges. Any bond issue, however, would fall far short of the estimated \$3.6-billion cost of an overall rebuilding program.....A hearing on SEPTA's Fiscal Year 1989 capital budget of about \$125 million and its five-year program will be held at SEPTA headquarters August 22.....Governor Casey on July 13 signed the politically-sensitive PennDOT budget plan for FY 1989, which totals \$1.5 billion.

SEPTA substituted buses for trolleys on Route 15-Girard Avenue effective July 31, while new track is built near the Belmont-Girard bridge which will be replaced by PennDOT. The buses should continue for about a month.....Route 23-Germantown Avenue was bused June 19 for the summer due to construction.....Rail renewal on Route 13 between 58th & Chester and 60th & Kingsessing caused single-track operation for several weeks starting May 1.



CONRAIL reported net income of \$97 million for the second quarter of 1988, a 35-percent increase over the \$72 million in the same quarter of last year. Revenues rose 7.3 percent from \$819 million to \$879 million and traffic volume based on revenue ton-miles increased 8.2 percent. Conrail directors declared a 30-cents-per-share cash dividend payable September 15, up from the 25-cent dividend paid in each of four prior quarters.....CONRAIL and NORFOLK SOUTHERN in June began a new runthrough service between Allentown/Harrisburg and Spencer, NC via Hagerstown, MD, to avoid the congestion at Potomac yard, Alexandria, VA. The new daily trains are ALSR and SRAL.....Virginia has repealed its mandatory caboose law, the last in the U.S., effective July 1.....CONRAIL has acquired an ex-SANTA FE, ex-Auto-Train full-length dome coach for its inspection train fleet. Originally ATSF #552, it is now CR #55.

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PHILADELPHIA EXPRESS (Continued from Page 6)

When the DELAWARE & HUDSON entered bankruptcy on June 20, the Interstate Commerce Commission acted quickly to name DELAWARE OTSEGO as interim operator for 45 days. CONRAIL's bid to secure operating rights was denied, though the larger carrier later said it would like to purchase the D&H's properties. After an initial flap with D&H's unions over the use of two-man crews, DO's NEW YORK, SUSQUEHANNA & WESTERN took over operations on June 23. It immediately discontinued through service to Potomac yard and revived the old D&H daily service to Philadelphia in connection with CSX, symboling the southbound train DHNE and the northbound DHEN. DO requested and is expected to receive authority to operate the D&H for another 30 days, though D&H's trustee now talks of resuming independent operation.

The July 24 convention special steamed through Philadelphia with ex-Nickel Plate 2-8-4 #765 effortlessly hauling a crowded 22-car train. Running an hour late, the special roared past waiting spectators at West Trenton, Langhorne, Cheltenham and points in between, down the hill at Nicetown to West Falls yard, then turned west on the mainline to Reading. After a four-hour stop on the BLUE MOUNTAIN & READING, during which BM&R's 4-8-4 #2102 took the conventioners for a ride to Hamburg, the 765 headed back to its starting point at Bound Brook, NJ via Allentown and the ex-Lehigh Valley.....Early in July CONRAIL placed its new traffic control signal system in operation on the former New York Short Line between Cheltenham Junction and Neshaminy. The line is now single track with a two-mile-long controlled siding between "CP Berry" at Byberry Road and "CP Nesh" just south of Neshaminy. With the removal of crossovers to SEPTA's tracks at "CP Neshaminy," Conrail trains must operate only on #4 track through Langhorne to Woodbourne.

R. L. Gates, the former CONRAIL engineer now serving a five-year jail sentence for manslaughter resulting from the fatal crash at Chase, MD in January 1987, has been sentenced to an additional three-year term for lying to Federal investigators following the wreck.....In spite of reports in the railfan press, CONRAIL is operating no GP7, GP9, GP30 or GP35 locomotives at present, but some of the 25 GP35's soon to be returned from lease by CP RAIL may be placed in service to help stem CR's current power shortage.....SEPTA's Fox Chase service was disrupted on the morning of June 27 when the third unit in CONRAIL train TV-172 (the "Orange Blossom Special") caught fire at Newtown Junction. Philadelphia firefighters extinguished the blaze in CSX GP40-2 #6239.....CSX detoured two trains via CONRAIL between Philadelphia and Massillon, OH because of an August 1 derailment on the ex-Baltimore & Ohio line near Ohiopyle, PA. AMTRAK's Capitol Limited detoured between Pittsburgh and Philadelphia.....CONRAIL had three serious derailments of its own recently in our area. The first happened at Highspire, PA June 6 when train PIML6X derailed 24 cars near Harrisburg Airport. Then, on July 16 BAPI6 put 13 cars on the ground at Duncannon, PA, just west of Harrisburg, blocking the Pittsburgh mainline. Finally, coal train UIR-68A derailed 12 cars at Felton, DE on August 2, blocking several streets and the Delmarva secondary track.

50TH ANNIVERSARY PCC EXCURSION TO OPERATE AUGUST 21

Sales are strong for Philadelphia Chapter's August 21 trolley excursion, which marks the 50th anniversary of PCC operation in Philadelphia. SEPTA's historic PCC #2054 will be used, the last of the pre-World War II PCC cars remaining on the SEPTA roster. If necessary, a second car of the 2700 or 2800-series will be operated behind #2054.

The old Philadelphia Rapid Transit Company introduced the then-new PCC technology to Philadelphia in August 1938, when the first of 20 St. Louis-built cars began service on Route 53-Wayne Avenue. None of the original cars remain in Philadelphia but SEPTA's 1941-vintage #2054 is basically of the same design.

The four-hour excursion will leave from Luzerne depot, Luzerne Street and Old York Road in North Philadelphia, at 1:45 PM. After covering Route 56-Erie and Torresdale Avenues and portions of Route 23-Germantown Avenue-11th and 12th Streets, the trip will return to the same location. Numerous photo stops will be made.

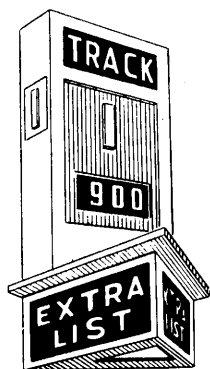
Longtime Chapter Member Joe Mannix has prepared background material and special artwork for a commemorative brochure which will be distributed to passengers on the excursion.

Anyone who does not have a ticket and who wishes to participate in this historic occasion should immediately order a ticket from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing check for \$10 per ticket payable to "Philadelphia Chapter NRHS." Tickets will be held for pickup on the day of the trip. For further information, call Frank Tatnall at 215-828-0706 evenings.

CHAPTER'S TWO EX-READING FP7 DIESELS TRADE PLACES

In early June Philadelphia Chapter's rebuilt ex-Reading FP7 #903 was moved in Conrail freight trains from Reading to the Strasburg Rail Road, where it will be joined back-to-back with Lancaster Chapter's sister unit #902. Next on the agenda is repainting both units into their original Reading scheme.

At almost the same time the Chapter sent its other FP7, #900, from Strasburg to Temple, PA to join the collection of the Reading Company Technical & Historical Society. The unit requires substantial repair work but Reading T&H officers hope to have the 900 operational within two to three years, complementing their ex-Reading GP30 #5513 and Alco C630 #5308.



AUGUST 26-28, 1988: 150th anniversary of railroads in York, PA featuring seven excursions, Riverwalk Art Festival and "tall ships" on Codorus Creek. Ex-Pennsylvania K4s #1361 has been advertised for excursions but other motive power may be substituted. PRR-painted NW2 diesel switcher #9251 from Juniata Terminal Company will also appear, and train will include two premium-service coaches from Strasburg Rail Road. Trips on ex-PRR Northern Central branch from York to New Freedom, PA and return leave York (Pershing & West Philadelphia Streets) 5:45 PM Friday, 9 AM and 1:45 PM Saturday. Trips on Spring Grove branch (ex-PRR Frederick branch) from York to Spring Grove, PA and return leave York 6 PM Saturday, 10 AM, 2 and 5:35 PM Sunday. Trains will be operated by Stewartstown and Maryland & Pennsylvania Railroads. When tickets are ordered in advance, fares are: Northern Central \$27 adults, \$21 children (under 12) in regular coaches, \$32 and \$24 in premium coaches; Spring Grove \$20 adults, \$15 children (under 12) in regular coaches, \$24 and \$18 in premium coaches. Order tickets from: York Area Chamber of Commerce, K4 Tickets, P. O. Box 1229, York, PA 17405, enclosing stamped, self-addressed envelope. Tickets at higher prices may also be available on day of trips.

AUGUST 28: 13th annual Lewisburg Train Show & Sale at West Shore Railroad station, North 3rd Street, Mifflinburg, PA, 9 AM to 4 PM. Admission: \$2.50 adults, children under 12 free. Sponsored by Central Pennsylvania Chapter NRHS.

AUGUST 31: Public auction of railroad memorabilia from estate of Charles J. Bustard, longtime rail traveler and member of Philadelphia Chapter who passed away earlier this year. Sale to be conducted at Ken Reed Auction Gallery, 401 Main Street, Royersford, PA (telephone 215-948-4871) beginning at 5:30 PM.

SEPTEMBER 24: Hoboken Terminal Festival VIII at former Lackawanna Terminal, Hoboken, NJ, 11 AM to 5 PM, sponsored by NJ Transit. Locomotive and equipment displays, train rides, railroadiana sales and a wide variety of foods will be featured. Admission free.

SEPTEMBER 24-25: "Take a Ride on the Reading" excursion from Washington, DC to Temple, PA and return using Amtrak equipment for the entire trip, sponsored by Washington, DC Chapter, NRHS. Saturday route will be via Amtrak Northeast Corridor, Conrail (ex-PRR) Port Road branch along the Susquehanna River and Conrail (ex-Reading) Harrisburg and Reading Lines to Temple, where train will be interchanged to Blue Mountain & Reading. On Sunday BM&R 4-8-4 #2102 will power a round trip to Hamburg, PA and return, then passengers will reboard the Amtrak special for the return to Washington via Conrail's Harrisburg Line to Philadelphia and the Northeast Corridor. Train leaves Washington Union Station 7 AM Saturday, Baltimore 7:50 AM, arriving Temple 1:45 PM. On Sunday departure from Temple will be at 9 AM with return to Washington at 5:40 PM. Fares: \$119 per person in coach, \$199 in first-class car Dover Harbor. Hotel will be additional cost (information sent with ticket orders). Order tickets from: Washington, DC Chapter NRHS, P. O. Box 456, Laurel, MD 20707, enclosing stamped, self-addressed envelope.

SEPTEMBER 25: Railroadiana and model railroad show & sale at Dieruff Senior High School, Irving Street, Allentown, PA, 10 AM to 4 PM, sponsored by Lehigh Valley Chapter NRHS. Admission: \$2 per person or \$3 per family. Tables \$20 each. For information, write: Paul A. Kuehner, P. O. Box 300, Laury's Station, PA 18059 (telephone 215-799-2530).

OCTOBER 1-30: 2nd annual railroad art & photography show in downtown Hanover, PA, sponsored by Hanover Area Art Guild. Admission is free to the public but there is \$5 registration fee for those wishing to exhibit art or photography. For information, contact: John R. Mowrer, 112 Fulton Street, Hanover, PA 17331 (telephone 717-632-0982 between 9 AM and 3 PM).

OCTOBER 8: Railroad Festival '88 at Morristown & Erie depot, Whippany, NJ, 11 AM to 4:30 PM, sponsored by Whippany Railway Museum and M&E Railway. Equipment displays will include M&E Alco diesels, ex-PRR GG1 electric #4873, NJ Transit equipment, NRHS-owned cars and antique passenger buses. Photographer O. Winston Link will be on hand to autograph copies of his new book, Steam, Steel & Stars. "Operation Lifesaver" display will be presented by Conrail and NJT. Admission by donation to Whippany Museum.

OCTOBER 8-9: East Broad Top Railroad fall spectacular with special steam trips and Shade Gap trolley operations, plus tours of authentic EBT shops, at Rockhill Furnace (Orbisonia), PA. For information, write: EBT Railroad, Rockhill Furnace, PA 17249 (telephone 814-447-3011).

OCTOBER 9: Blue Mountain & Reading excursion from Hamburg and Temple to Tamaqua, PA and return via BM&R and Conrail, powered by ex-Reading GP30 diesel #5513 and C630 #5308. Train leaves Hamburg 8 AM, Temple 9 AM, arriving Tamaqua 11:15 AM. Returning, leaves Tamaqua 4 PM, arriving Temple 6:15 PM, Hamburg 7:05 PM. Fare: \$29 per person. Order tickets from: 425 Concessions, Inc., c/o BM&R, P. O. Box 425, Hamburg, PA 19526, making checks payable to "425 Concessions, Inc." For information, telephone 215-921-1442.

OCTOBER 15: Fall foliage excursion via Metro-North and Conrail from New Haven, CT to Croton-Harmon, NY and return, sponsored by New Haven Historical & Technical Association. Powered by NH-painted FL9 units, the train will operate via Danbury, CT and Beacon, NY, and execute several photo runbys. Train leaves New Haven 8:30 AM, Danbury 11 AM, returning to Danbury about 6 PM and New Haven at 8 PM. Fares: From New Haven adults \$49, children \$44; from Danbury \$44 adults, \$39 children. Order tickets from: New Haven H&T Association, 5 Cannondale Drive, Danbury, CT 06810, enclosing stamped, self-addressed envelope.

EXTRA LIST (Continued from Page 8)

OCTOBER 16: Blue Mountain & Reading excursion from Hamburg and Temple to Jim Thorpe, PA and return, via BM&R and Conrail, powered by ex-Reading 4-8-4 #2102. Train leaves Hamburg 8 AM, Temple 9 AM, arriving Jim Thorpe 1 PM. Returning, leaves Jim Thorpe 5 PM, arriving Temple 9 PM, Hamburg 9:50 PM. Fare: \$43 per person. Order tickets from: 425 Concessions, Inc., c/o BM&R, P. O. Box 425, Hamburg, PA 19526, making checks payable to "425 Concessions, Inc." For information, telephone 215-921-1442.

OCTOBER 22: Railfanning by boat along the Water Level Route, a chartered boat on the Hudson River sponsored by New York Division of RRE. Connecting train leaves Grand Central Terminal, New York 8:50 AM, and boat leaves Peekskill (NY) dock 10:15 AM. Train returns to Grand Central 5:07 PM. With optional dinner at restaurant in ex-New York Central Cold Spring station, return to Grand Central will be at 8:10 PM. Fares: \$45 per person for boat trip only. Round-trip rail fare is \$8.75 each, box lunch \$7 and optional dinner \$25. Order tickets from: RRE New York Division, c/o Frank Bollwage, 621 Emerson Avenue, Elizabeth, NJ 07208, making checks payable to "RRE, NY Div. Trip Fund" and enclosing stamped, self-addressed envelope.

BLUELINERS ENJOY HIGH-SPEED OUTING ON CHAPTER EXCURSION

Four of SEPTA's vintage Blueliners put on their running shoes and showed the world that they can still "motor," during the excursion sponsored by Philadelphia Chapter on June 5. The train was made up of cars 9114-9127-9128-9116, all built for the Reading Company in 1931-32 and rebuilt at Reading shops in 1964-65.

More than 200 passengers were on board the all-red-white-and-blue train as it set out from the Upper Level of 30th Street Station at 10:20 on a sunny and pleasant Sunday morning. The first leg of the six-hour excursion took the train through the center city tunnel to Glenside instead of to Chestnut Hill East as planned, because of expected trackwork in the Wayne Junction area. After a photo stop at Glenside the special ran directly to Philadelphia International Airport, giving the 56-year-old cars a chance to gallop on the 79-mph welded rail of the Airport Line.

A one-hour stop at the airport allowed passengers time to relax and visit one or more of the eateries spotted around the terminal buildings. Departing the airport, the train rumbled northward to Elmwood Avenue where a stop was made at a hand-throw switch leading to the little-used Escape Track. This track connects directly with #1 track of Amtrak's Northeast Corridor mainline. But, after the stop was made, the train could not be started on the four-percent grade and Engineer Vince Jakubowski had to request permission from nearby "A" tower to drift back through "60th Street" interlocking and make a "run" at the hill. This was accomplished successfully and the special was soon rolling northward on the Corridor past Conrail freight train CAED5 waiting at "Phil" interlocking. Only later was it discovered that the second car was not taking power and for the rest of the trip only three cars were providing the tractive effort.

The four Blues then passed almost unnoticed on platform track #2 through the Lower Level of 30th Street and entered the River Line enroute to "Zoo" (possibly the first time that Blues had ever operated over this segment of the former Pennsylvania Railroad mainline). After diverging onto SEPTA's ex-PRR Chestnut Hill West Line at North Philadelphia, the train proceeded on the double-track branch as far as Allen Lane station, the end of operations since the 104-year-old Cresheim Valley bridge half a mile beyond was taken out of service last year. A photo run was executed at Allen Lane and the train returned to North Philadelphia and "Zoo," operating through the "New York-Pittsburgh subway" on a line which no longer sees revenue service.

After photo stops at Overbrook and Paoli the old cars really got a chance to strut! Because the train was running somewhat behind schedule, the decision was made to cancel the planned stop at Exton station. This allowed the Blues to build up a head of steam on the downgrade through Frazer and--even with a dead car in tow--they quickly reached their maximum permissible speed of 75 mph. Several passengers detained for pictures at Downingtown station as the train continued to "Thorn" interlocking at Thorndale three miles west to cross over and reverse ends for the return trip to 30th Street.

Picking up the photographers at Downingtown, Engineer Jakubowski quickly got the elderly cars rolling again. The 31.5 miles from "Downs" to 30th Street Station were covered in less than 35 minutes, including a brief stop at Paoli. In spite of a two-minute signal delay just west of 30th Street, the special rolled into the platform precisely on time at 5:01 PM.

There are increasing pressures within SEPTA (again) to retire all pre-1963 passenger cars, and a Federal ultimatum to equip all control cars with automatic train control by mid-1990 also threatens the Blues. Philadelphia Chapter nonetheless is pleased that its members and friends could enjoy another unique Blueliner excursion and hopes that a future outing with the old cars can still be arranged.

We wish to thank SEPTA and its Regional Rail personnel for their fine cooperation in making the June 5 excursion a reality. Especially, we commend the operating crew of Engineer/Chapter Member Vince Jakubowski and Conductor John Ciavatta who did a flawless job.

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>ANTHRACITE RAILWAY (ATRW), EAST GREENVILLE, PA (Note)</u>						
9	B-B	65-ton	D/E	GE	1941	Black River & Western 7079
55	B-B	SW1	D/E	EMD	1950	Conrail 8556
735	B-B	SW1	D/E	EMD	1941	Amtrak 735
4103	B-B	RS3	D/E	Alco	1952	Delaware & Hudson 4103
4118	B-B	RS3	D/E	Alco	1952	D&H 4118
NOTE: Locomotives also based at Boyertown and Kutztown, PA						
<u>ASHLAND RAILWAY (ASRY), WHITINGS, NJ</u>						
32-33	B-B	GP9	D/E	GMD	1957	Conrail 7432, 7433
<u>BALTIMORE & ANNAPOLIS RAILROAD (BLA), FERNDALE, MD</u>						
87	B-B	SW9	D/E	EMD	1953	Chesapeake & Ohio 5092
<u>BLACK RIVER & WESTERN RAILROAD (BRW), RINGOES, NJ</u>						
1	0-4-0	15-ton	G/E	Mack	1935	Crucible Steel 1
41	B-B	CF7	D/E	EMD	1950	Santa Fe 2429 (F7A 326L)
42	B-B	CF7	D/E	EMD	1951	Santa Fe 2421 (F7A 252C)
56	B-B	T6	D/E	Alco	1958	Conrail 9847
57	B-B	RS1	D/E	Alco	1948	Washington Terminal 57
60	2-8-0		Steam	Alco	1937	Great Western 60
4666	Railcar	OEG415	D/E	Brill	1930	Pennsylvania 4666
<u>BLUE MOUNTAIN & READING RAILROAD (BMRG), HAMBURG, PA (Note 1)</u>						
413	B-B	NW2	D/E	EMD	1948	Conrail 9220
425	4-6-2		Steam	BLW	1928	Gulf, Mobile & Northern 425
600-601	B-B	CF7	D/E	EMD	1951	Santa Fe 2424 (F7A 335L), 2446 (F7A 261C)
2102	4-8-4	T-1	Steam	Reading	1945	Reading 2102
2839	4-6-4	H1c	Steam	Montreal	1937	Canadian Pacific 2839 (Note 2)
5308	C-C	C630	D/E	Alco	1967	Conrail 6761 (Note 3)
5513	B-B	GP30	D/E	EMD	1962	Conrail 2181 (Note 3)
5706	A1A-A1A	E8A	D/E	EMD	1952	Amtrak 495 (284)
5898	A1A-A1A	E8A	D/E	EMD	1951	Amtrak 497 (305)
9166	Railcar	RDC-1B	D/M	Budd	1958	SEPTA 9166
9168	Railcar	RDC-1	D/M	Budd	1951	PennDOT 9168
9169	Railcar	RDC-1	D/M	Budd	1950	PennDOT 9169
NOTE 1: Locomotives also based at Auburn, Leesport and Temple, PA						
NOTE 2: Owned by Atlantic Central Steam Company						
NOTE 3: Owned by Reading Company Technical & Historical Society						
<u>BRANDYWINE VALLEY RAILROAD (BVRY), SOUTH COATESVILLE, PA</u>						
8201	B-B	NW2	D/E	EMD	1945	Conrail 9236
8202	B-B	NW2	D/E	EMD	1949	Conrail 9228
8203	B-B	NW2	D/E	EMD	1948	Conrail 9259
8204	B-B	SW1200	D/E	EMD	1964	Missouri Pacific 1184
8205	B-B	SW1200	D/E	EMD	1957	Southern Pacific 2315
<u>CANTON RAILROAD (CTN), BALTIMORE, MD</u>						
46-48	B-B	SW900	D/E	EMD	1956	
<u>CHESTNUT RIDGE RAILWAY (CHR), PALMERTON, PA</u>						
11	B-B	S2	D/E	Alco	1946	
20	B-B	S2	D/E	Alco	1945	
21	B-B	S2	D/E	Alco	1946	
<u>DELAWARE COAST LINE RAILROAD (DCLR), GEORGETOWN, DE (Note)</u>						
23	B-B	RS1	D/E	Alco	1954	Soo Line 351
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
NOTE: Locomotives also based at Milton, DE						
<u>EAST BROAD TOP RAILROAD, ROCKHILL FURNACE, PA (NCC) (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-5A	0-4-0		D/M	Plymouth	1956	Bethlehem Steel 28A
M-5B	0-4-0		D/M			

EAST JERSEY RAILROAD & TERMINAL (EJR), BAYONNE, NJ

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>EAST JERSEY RAILROAD & TERMINAL (EJR), BAYONNE, NJ</u>						
18	B-B	65-ton	D/E	GE	1950	
19	B-B	80-ton	D/E	GE	1948	U. S. Steel (Fairfield, AL)
<u>EASTERN SHORE RAILROAD (ESHR), CAPE CHARLES, VA (Note 1)</u>						
17	B-B	T6	D/E	Alco	1958	Conrail 9844
200	B-B	C420	D/E	Alco	1963	Long Island 200
564	B-B	GP30	D/E	EMD	1962	Norfolk & Western 564 (Note 2)
1600	B-B	GP8	D/E	EMD	1950	N&W 3450
1603	B-B	GP8	D/E	EMD	1952	N&W 3468
8066	B-B	GP10	D/E	EMD	1954	Illinois Central Gulf 8066
8096	B-B	GP10	D/E	EMD	1955	ICG 8096
NOTE 1: Locomotive also based at Little Creek, VA						
NOTE 2: On lease						
<u>EVERETT RAILROAD (EV), CLAYSBURG, PA (Note)</u>						
4	B-B	80-ton	D/E	GE	1943	U.S. Army 7893
8933	B-B	SW9	D/E	EMD	1951	Conrail 8933
8990	B-B	SW9	D/E	EMD	1953	Conrail 8990
NOTE: Locomotive also based at Martinsburg, PA						
<u>GETTYSBURG RAILROAD (GETY), GETTYSBURG, PA</u>						
28	B-B	U30B	D/E	GE	1967	Conrail 2882
70	B-B	RS36	D/E	Alco	1962	Norfolk & Western 2870
76	2-8-0		Steam	BLW	1920	Mississippian 76
1278	4-6-2	G5d	Steam	Canadian	1946	Canadian Pacific 1278
<u>LACKAWANNA VALLEY RAILROAD (LVAL), SCRANTON, PA</u>						
901	B-B	U30B	D/E	GE	1967	Conrail 2888
902	B-B	U33B	D/E	GE	1968	Conrail 2914
903	B-B	U33B	D/E	GE	1968	Conrail 2925
5019	B-B	RS36	D/E	Alco	1963	Delaware & Hudson 5019 (Note)
NOTE: Owned by private individuals						
<u>LANDISVILLE RAILROAD (AMHR), LANDISVILLE, PA</u>						
92	0-4-0	HLB	D/M	Plymouth	1928	Delaware Valley
8526	B-B	45-ton	D/E	GE	1944	U.S. Army 8526
8651	B-B	SW900M	D/E	EMD	1938	Conrail 8651
<u>MARYLAND & DELAWARE RAILROAD (MDDE), FEDERALSBURG, MD (Note)</u>						
18	B-B	T6	D/E	Alco	1959	Norfolk & Western 19
19	B-B	T6	D/E	Alco	1958	Conrail 9846
20	B-B	RS1	D/E	Alco	1951	Rutland 400
21	B-B	RS1	D/E	Alco	1954	Soo Line 350
NOTE: Locomotives also based at Selbyville, DE and Massey, MD						
<u>MARYLAND & PENNSYLVANIA RAILROAD (MPA), YORK, PA</u>						
82	B-B	SW9	D/E	EMD	1951	
84	B-B	SW9	D/E	EMD	1952	Pittsburgh & Lake Erie 8952
86	B-B	GP7	D/E	EMD	1953	Reading 621
<u>MARYLAND MIDLAND RAILWAY (MMID), UNION BRIDGE, MD</u>						
100	B-B	F7A	D/E	EMD	1949	Chicago & North Western 409
413	B-B	F7A	D/E	EMD	1949	C&NW 413
793-794	B-B	GP9	D/E	EMD	1957	Norfolk & Western 793, 794
812	B-B	GP9	D/E	EMD	1957	N&W 812
6045	B-B	GP9	D/E	EMD	1956	Chesapeake & Ohio 6045
6454	B-B	GP9	D/E	EMD	1956	Baltimore & Ohio 6454
<u>MIDDLETOWN & HUMMELSTOWN RAILROAD (MIDH), MIDDLETOWN, PA (Note)</u>						
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
91	2-6-0		Steam	Canadian	1910	Canadian National 91
NOTE: Locomotive also based at Columbia, PA						
<u>MORRISTOWN & ERIE RAILWAY (ME), MORRISTOWN, NJ</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
<u>NDC RAILROAD (NDCR), NORTHAMPTON, PA</u>						
51	B-B	S6/V0660	D/E	BLW	1941	Upper Merion & Plymouth 51 (Note)
99	B-B	RS3M	D/E	Alco	1950	Conrail 9938
101	B-B	S6	D/E	Alco	1956	UM&P 101 (Note)
NOTE: Owned by private individual						

MOTIVE POWER ROSTERS OF AREA SHORTLINE RAILROADS

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>NEW HOPE & IVYLAND RAILROAD (NHIR)/NEW HOPE STEAM RAILWAY, NEW HOPE, PA</u>						
9	0-6-0		Steam	Alco	1942	Virginia Blue Ridge 9
40	2-8-0		Steam	BLW	1925	Cliffside 40
100-101	B-B	DS44-1000	D/E	BLW	1947	Copper Range 100, 101
302	B-B	DS44-1000	D/E	BLW	1949	Penn Central 8281
390	B-B	45-ton	D/E	GE	1942	U.S. Army (Note)
395	B-B	V0660	D/E	BLW	1945	Warner Company 11
400	B-B	44-ton	D/E	GE	1947	Hoboken Shore 700 (Note)
401-402	B-B	U30B	D/E	GE	1967	Conrail 2880, 2887
9423	B-B	SW1	D/E	EMD	1950	Amtrak 739

NOTE: Leased out

<u>NEW JERSEY TRANSIT RAIL OPERATIONS (NJTR), KEARNY, NJ (Note 1)</u>						
417-418	B-B	F7A*	D/E	EMD	1949	Chicago & North Western 417, 418
420	B-B	F7A*	D/E	EMD	1949	C&NW 420
424	B-B	F7A*	D/E	EMD	1949	C&NW 424
436	B-B	SW9	D/E	EMD	1952	Erie Lackawanna 436
438	B-B	SW9	D/E	EMD	1952	EL 438
958-963	C-C	E60CP*	Elec	GE	1975	Amtrak 958-963
967	C-C	E60CP*	Elec	GE	1975	Amtrak 967
971-973	C-C	E60CP*	Elec	GE	1975	Amtrak 971-973
4100-4112	B-B	GP40PH*	D/E	EMD	1968	Central of New Jersey 3671-3683
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)
4151-4156	C-C	U34CH*	D/E	GE	1970	EL (NJ DOT) 3351-3356
4157-4173	C-C	U34CH*	D/E	GE	1971	EL (NJ DOT) 3357-3373
4174-4176	C-C	U34CH*	D/E	GE	1972	EL (NJ DOT) 3374-3376
4177-4182	C-C	U34CH*	D/E	GE	1973	EL (NJ DOT) 3377-3382
4246	A1A-A1A	E8A	D/E	EMD	1951	Penn Central 4246
4248	A1A-A1A	E8A	D/E	EMD	1952	PC 4248
4253	A1A-A1A	E8A	D/E	EMD	1952	PC 4258
4267	A1A-A1A	E8A	D/E	EMD	1952	PC 4251
4272	A1A-A1A	E8A	D/E	EMD	1950	Illinois Central Gulf 4020
4285	A1A-A1A	E8A	D/E	EMD	1953	PC 4325
4326	A1A-A1A	E8A	D/E	EMD	1953	PC 4326
4332	A1A-A1A	E8A	D/E	EMD	1951	Southern 6904
4872	2-C+C-2	GG1	Elec	Altoona	1939	PC 4872
4876-4877	2-C+C-2	GG1	Elec	Altoona	1939	PC 4876, 4877
4879	2-C+C-2	GG1	Elec	Altoona	1939	PC 4879
5681	B-B	GP7	D/E	EMD	1952	CNJ 1523
5902	B-B	GP7	D/E	EMD	1952	CNJ 1524
5905-5908	B-B	GP7	D/E	EMD	1952	CNJ 1528, 1527, 1531, 1529
7000	B-B	GP9	D/E	EMD	1955	PC 7000

NOTE 1: Locomotives also based at Bay Head, Hoboken and Raritan, NJ

NOTE 2: Rebuilt by Morrison-Knudsen 1987-88 from GP40's with F45 components

* - Equipped with head-end power (HEP)

<u>NEW YORK, SUSQUEHANNA & WESTERN RAILWAY (NYSW), LITTLE FERRY, NJ (Notes 1, 2)</u>						
2	0-6-0		Steam	Alco	1942	Virginia Blue Ridge 8
16	B-B	70-ton	D/E	GE	1951	Rahway Valley 16
17	B-B	70-ton	D/E	GE	1954	RV 17
54	B-B	BL2	D/E	EMD	1949	Bangor & Aroostook 54 (Note 3)
100	B-B	RS2	D/E	Alco	1949	Delaware & Hudson 4022
102-103	B-B	RS3	D/E	Alco	1952	Reading 465, 492
104	B-B	RS3	D/E	Alco	1952	D&H 4117
116	B-B	NW2	D/E	EMD	1948	Conrail 9264 (Note 4)
120	B-B	SW9	D/E	EMD	1953	Chesapeake & Ohio 5091
206	B-B	S2	D/E	Alco	1942	
238	B-B	RS1	D/E	Alco	1945	
1800	B-B	GP18	D/E	EMD	1962	
1802	B-B	GP18	D/E	EMD	1962	
1804	B-B	GP18	D/E	EMD	1962	
2010	B-B	C420	D/E	Alco	1964	Long Island 221
2012	B-B	GP38	D/E	EMD	1966	Baltimore & Ohio 3800
3000	B-B	C430	D/E	Alco	1967	Conrail 2050
3002	B-B	C430	D/E	Alco	1967	Conrail 2052
3004	B-B	C430	D/E	Alco	1967	Conrail 2051
3006	B-B	C430	D/E	Alco	1967	Conrail 2056
3612	C-C	SD45	D/E	EMD	1970	Burlington Northern 6480
3614	C-C	SD45	D/E	EMD	1970	BN 6486

MOTIVE POWER ROSTERS OF AREA SHORTLINE RAILROADS

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
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NEW YORK, SUSQUEHANNA & WESTERN RAILWAY (Cont.)

3620	C-C	SD45	D/E	EMD	1971	BN 6503
3622	C-C	SD45	D/E	EMD	1971	BN 6509
3630	C-C	SD45	D/E	EMD	1971	BN 6521
3632	C-C	SD45	D/E	EMD	1971	BN 6525
3636	C-C	F45	D/E	EMD	1971	BN 6640
3638	C-C	F45	D/E	EMD	1971	BN 6644
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	
6360	C-C	SD45	D/E	EMD	1970	BN 6475
6361	C-C	SD45	D/E	EMD	1971	BN 6514
6366	C-C	SD45	D/E	EMD	1970	BN 6489
6500	C-C	SD45	D/E	EMD	1971	BN 6500
6513	C-C	SD45	D/E	EMD	1971	BN 6513
6515	C-C	SD45	D/E	EMD	1971	BN 6515
6542	C-C	SD45	D/E	EMD	1971	BN 6542

NOTE 1: Operated by Delaware Otsego System. Includes locomotives of Central New York Railroad (CNYK), Cooperstown & Charlotte Valley Railway (CACV), Lackawaxen & Stourbridge Railroad (LASB), Rahway Valley Railroad (RV) and Staten Island Railway (SIRY)

NOTE 2: Locomotives also based at Binghamton, Milford, Staten Island and Utica, NY; Kenilworth, NJ; and Honesdale, PA

NOTE 3: Owned by Wayne County (PA) Chamber of Commerce

NOTE 4: Owned by private individual

NITTANY & BALD EAGLE RAILROAD (NBER), BELLEFONTE, PA

2427	B-B	CF7	D/E	EMD	1951	Santa Fe 2427 (F7A 268L)
2429	B-B	CF7	D/E	EMD	1950	Santa Fe 2429 (F7A 236C)
9167	Railcar	RDC-1	D/M	Budd	1953	PennDOT 9167 (Note)

NOTE: Operated by Bellefonte Historical Railroad, on loan from Pennsylvania Historical & Museum Commission

NORTH SHORE RAILROAD (NSHR), NORTHUMBERLAND, PA

44	B-B	CF7	D/E	EMD	1950	Santa Fe 2444 (F7A 331L)
365	B-B	SW8	D/E	EMD	1950	Conrail 8669

OCTORARO RAILWAY (OCTR), KENNETT SQUARE, PA (Note)

2	B-B	RS2	D/E	Alco	1949	Toledo, Peoria & Western 202
3	B-B	S2	D/E	Alco	1948	Baltimore & Ohio 9063
5	B-B	RS2	D/E	Alco	1949	TP&W 205
134	B-B	RS3	D/E	Alco	1951	Amtrak 134

NOTE: Locomotives also based at Greenville, DE

PANTHER VALLEY RAILROAD (PVAL), JIM THORPE, PA (Note)

2895-2896	B-B	U33B	D/E	GE	1968	Conrail 2895, 2896
2930	B-B	U33B	D/E	GE	1968	Conrail 2930

NOTE: Locomotive also based at Delano, PA

PATAPSCO & BACK RIVERS RAILROAD (PBR), SPARROWS POINT, MD

10	B-B	Slug		BLW		P&BR 309
12-19	B-B	Slug		BLW		P&BR 307,339,306,302,336,343,340,359
43-44	B-B	SW9	D/E	EMD	1951	Cambria & Indiana 31, 30
45	B-B	SW9	D/E	EMD	1952	C&I 33
112	B-B	SW7	D/E	EMD	1950	C&I 45
116	B-B	SW7	D/E	EMD	1950	Conemaugh & Black Lick 115
118	B-B	NW2	D/E	EMD	1947	Texas & Pacific 1005
121-122	B-B	SW7	D/E	EMD	1950	Cornwall 121, 122
123	B-B	SW9	D/E	EMD	1952	Steelton & Highspire 42
124	B-B	SW9	D/E	EMD	1951	S&H 41
125	B-B	SW1200	D/E	EMD	1956	
128	B-B	SW1200	D/E	EMD	1956	
130-133	B-B	SW1200	D/E	EMD	1957	
135	B-B	SW9	D/E	EMD	1951	S&H 40
136	B-B	SW7	D/E	EMD	1950	C&BL 107
137	B-B	SW7	D/E	EMD	1949	C&BL 103
140	B-B	VO1000	D/E	BLW/EMD	1943	P&BR 358
141	B-B	VO1000	D/E	BLW/EMD	1942	P&BR 356
142-143	B-B	VO1000	D/E	BLW/EMD	1945	Philadelphia, Bethlehem & New England 251,252
144-145	B-B	DS44-1000	D/E	BLW/EMD	1947	Reading 28, 29
146	B-B	VO1000	D/E	BLW/EMD	1942	P&BR 351
147	B-B	VO1000	D/E	BLW/EMD	1943	P&BR 355

MOTIVE POWER ROSTERS OF AREA SHORTLINE RAILROADS

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>PHILADELPHIA, BETHLEHEM & NEW ENGLAND RAILROAD (PBNE), BETHLEHEM, PA</u>						
9	B-B	Slug		EMD		
10	B-B	Slug		BLW		Conemaugh & Black Lick 12
11	B-B	Slug		BLW		Reading 712
12	B-B	Slug		EMD		Patapsco & Back Rivers 120
13-14	B-B	Slug		EMD		
21	B-B	NW2	D/E	EMD	1941	
22-25	B-B	NW2	D/E	EMD	1946	
26	B-B	NW2	D/E	EMD	1949	Bangor & Aroostook 20
27	B-B	NW2	D/E	EMD	1947	Cornwall 101
28	B-B	NW2	D/E	EMD	1949	BAR 21
31-34	B-B	SW7	D/E	EMD	1950	
35-36	B-B	SW9	D/E	EMD	1951	
37-38	B-B	SW9	D/E	EMD	1952	
39	B-B	SW1200	D/E	EMD	1956	
40-43	B-B	SW1200	D/E	EMD	1957	
44	B-B	SW7	D/E	EMD	1950	Cornwall 120
50	B-B	SW900M	D/E	EMD	1936	P&BR 110
51-52	B-B	SW900M	D/E	EMD	1937	
<u>PINE CREEK RAILROAD, FARMINGDALE, NJ (NCC) (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
701	0-4-0	10-ton	D/M	Davenport		Not known
7751	0-4-0	25-ton	D/E	GE	1942	U.S. Army 7751
<u>POCONO NORTHEAST RAILWAY (PNER), EXETER, PA</u>						
87	B-B	NW2M	D/E	EMD	1948	Conrail 9187
601	B-B	SW1	D/E	EMD	1942	Conrail 8408
1201	B-B	SW9	D/E	EMD	1952	Montour 77
1751	B-B	GP9	D/E	EMD	1959	Conrail 7242
<u>PORT JERSEY RAILROAD (PJR), JERSEY CITY, NJ</u>						
1032	B-B	NW2	D/E	EMD	1946	Southern 1032
1197	B-B	SW1200M	D/E	EMD	1963	Missouri Pacific 1197
<u>RAIL TOURS, INC., JIM THORPE, PA (NCC)</u>						
972	4-6-0	D10j	Steam	Montreal	1912	Canadian Pacific 972 (Note 1)
1098	4-6-0	D10h	Steam	Canadian	1913	CP 1098
1554	B-B	RS3	D/E	Alco	1953	Central of New Jersey 1554 (Note 2)
NOTE 1: Located at Strasburg, PA for repairs						
NOTE 2: Owned by Hawk Mountain Chapter NRHS						
<u>SHORE FAST LINE (SFLR), HAMMONTON, NJ</u>						
1145	B-B	SW1200	D/E	EMD	1966	Missouri Pacific 1145
2875-2876	B-B	U30B	D/E	GE	1967	Conrail 2875, 2876
2884	B-B	U30B	D/E	GE	1967	Conrail 2884
<u>SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SPTA), PHILADELPHIA, PA (Note 1)</u>						
50-52	B-B	SW1200	D/E	EMD	1954	Milwaukee 649, 626, 639
2301-2307*	B-B	AEM-7	Elec	EMD	1987	(Note 2)
7019	B-B	GP9	D/E	EMD	1955	Conrail 7019
7028	B-B	GP9	D/E	EMD	1955	Conrail 7028
NOTE 1: Locomotive also based at Paoli, PA						
NOTE 2: Leased from Bombardier, Inc.						
* - Equipped with head-end power (HEP)						
<u>STEAMTOWN, U.S.A./LACKAWANNA RAILROAD, SCRANTON, PA (NCC)</u>						
97A	B-B	FP7	D/E	EMD	1951	Milwaukee 97A
500	B-B	SW8	D/E	EMD	1953	Norfolk & Western 3732
514	B-B	GP9	D/E	EMD	1958	N&W 2514
637	B-B	FP7	D/E	EMD	1951	MILW 97C
880	C-C	SD24	D/E	EMD	1959	Burlington Northern 6250
885	C-C	SD24	D/E	EMD	1959	BN 6255
1271	2-8-2		Steam	Canadian	1917	Canadian National 3254
1293	4-6-2	G5d	Steam	Canadian	1948	Canadian Pacific 1293
2317	4-6-2	G3c	Steam	Montreal	1923	CP 2317
4061	B-B	F7A	D/E	EMD	1951	Kansas City Southern 4061
4075	B-B	RS3	D/E	Alco	1952	Delaware & Hudson 4075

MOTIVE POWER ROSTERS OF AREA SHORTLINE RAILROADS

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>STEELTON & HIGHSPIRE RAILROAD (SH), STEELTON, PA</u>						
70	B-B	SW9	D/E	EMD	1952	Conemaugh & Black Lick 119
71-72	B-B	SW7	D/E	EMD	1950	C&BL 117, 106
73-76	B-B	SW1200	D/E	EMD	1956	Cambria & Indiana 38, 39, 42, 43
<u>STEWARTSTOWN RAILROAD (STRT), STEWARTSTOWN, PA</u>						
9	0-4-0	35-ton	G/M	Plymouth	1943	South Carolina State Ports 9
10	B-B	44-ton	D/E	GE	1946	Coudersport & Port Allegany D-1
11	B-B	SW900M	D/E	EMD	1936	Maryland & Pennsylvania 83
<u>STRASBURG RAIL ROAD (SRC), STRASBURG, PA</u>						
1	0-4-0	HL	G/M	Plymouth	1926	
10	Railcar		G/M	Lancaster, Oxford & Southern	1914	Grasse River 12 (Note 1)
21	Railbus	AC	G/M	Mack/Brill	1921	Buffalo Creek & Gauley A
31	0-6-0		Steam	BLW	1908	Canadian National 7312
33	B-B	44-ton	D/E	GE	1948	Pennsylvania 9331
89	2-6-0		Steam	Canadian	1910	CN 89
90	2-10-0		Steam	BLW	1924	Great Western 90
1223	4-4-0	D16sb	Steam	Juniata	1905	Pennsylvania 1223 (Note 2)
7002	4-4-2	E7s	Steam	Juniata	1902	Pennsylvania 8063 (Note 2)
NOTE 1: Built as narrow gauge						
NOTE 2: On loan from Railroad Museum of Pennsylvania						
<u>SUGAR LOAF & HAZLETON RAILROAD (SLH), GOWEN, PA</u>						
183	B-B	SW7	D/E	EMD	1951	Conrail 8917
<u>TOWANDA-MONROETON SHIPPERS LIFELINE (TMSL), MONROETON, PA</u>						
26	B-B	SW1	D/E	EMD	1939	Canton 26
<u>UPPER MERION & PLYMOUTH RAILROAD (UMP), WEST CONSHOHOCKEN, PA</u>						
19	B-B	SW1	D/E	EMD	1942	Philadelphia, Bethlehem & New England 19
1002	B-B	NW2	D/E	EMD	1947	Texas & Pacific 1002
<u>WANAMAKER, KEMPTON & SOUTHERN RAILROAD, KEMPTON, PA (NCC)</u>						
2	0-4-OT		Steam	Porter	1920	Colorado Fuel & Iron 2
20	0-4-0		G/M	Whitcomb	1932	Not known
35	B-B		G/E	Mack	1939	Mack Trucks 3 (Note)
65	0-6-OT		Steam	Porter	1930	Safe Harbor 65
NOTE: Rebuilt from electric locomotive (originally built 1927)						
<u>WEST JERSEY SHORT LINE (WJSL), SALEM, NJ</u>						
91	B-B	RS3M	D/E	Alco	1951	Conrail 9937
92	B-B	RS3M	D/E	Alco	1952	Conrail 9929
93	B-B	RS3M	D/E	Alco	1953	Conrail 9931
M-405	Railcar	RDC-1	D/M	Budd	1950	NJ Transit M-405 (Note)
M-407	Railcar	RDC-1	D/M	Budd	1950	NJT M-407 (Note)
NOTE: Owned by private individuals						
<u>WEST SHORE RAILROAD (WTSE), MIFFLINBURG, PA</u>						
2233	B-B	GP30	D/E	EMD	1963	Conrail 2233
8525	B-B	SW1	D/E	EMD	1950	Conrail 8525
<u>WILMINGTON & WESTERN RAILWAY (WWRC)/WILMINGTON & WESTERN RAILROAD, MARSHALLTON, DE</u>						
1	0-4-0	Fireless	Steam	Porter	1950	Delmarva Power & Light 1
1	0-4-0	JLB	G/M	Plymouth	1943	American Car & Foundry
3	B-B	S2	D/E	Alco	1949	Rohm & Haas 3
34	B-B	65-ton	D/E	GE	1942	U.S. Army 7349 (Note 1)
37	2-8-2T		Steam	Alco	1924	Pacific Lumber 7
58	0-6-0		Steam	BLW	1907	Virginia Blue Ridge 4
60	0-6-0	B6sa	Steam	Juniata	1913	Pennsylvania 60
92	2-6-0		Steam	Canadian	1910	Canadian National 92
98	4-4-0		Steam	Alco	1909	Mississippi Central 98
4662	Railcar	OEG350	D/E	Pullman/Brill	1929	PRR 4662
6894	0-6-0		Steam	Cooke	1912	New York Central 6894 (Note 2)
8408	B-B	SW1	D/E	EMD	1940	Baltimore & Ohio 8408
NOTE 1: Leased from South Branch Valley						
NOTE 2: Stored at Hagerstown, MD						
<u>WINCHESTER & WESTERN RAILROAD (WW) (VIRGINIA DIVISION), GORE, VA</u>						
78	B-B	S6	D/E	Alco	1955	Southern Pacific 1278
80	B-B	S6	D/E	Alco	1955	SP 1280
351	B-B	RS11	D/E	Alco	1957	Norfolk & Western 351
527	B-B	RS3	D/E	Alco	1950	Amtrak 123
863	B-B	RS11	D/E	Alco	1959	N&W 2863
2910	B-B	RS11	D/E	Alco	1959	South Central Tennessee 29

MOTIVE POWER ROSTERS OF AREA SHORTLINE RAILROADS

NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
WINCHESTER & WESTERN RAILROAD (WW) (NEW JERSEY DIVISION), BRIDGETON, NJ (Note)						
459	B-B	GP9	D/E	EMD	1955	Norfolk & Western 2459
475	B-B	GP9	D/E	EMD	1955	N&W 2475
498	B-B	GP9	D/E	EMD	1956	N&W 2498
517	B-B	GP9	D/E	EMD	1958	N&W 2517
520	B-B	GP9	D/E	EMD	1958	N&W 2520
709	B-B	GP9	D/E	EMD	1956	Conrail 7090
732	B-B	GP9	D/E	EMD	1955	Conrail 7323
811	B-B	GP9	D/E	EMD	1959	N&W 1481

NOTE: Locomotives also based at Millville, NJ

SOURCES

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Kermit Geary, Jr. John Petko Frank Tatnall

ABBREVIATIONS:

NCC - Non-common carrier

D/E - Diesel-electric

G/E - Gas-electric

D/M - Diesel-mechanical

G/M - Gas-mechanical

Alco - American Locomotive Company/Alco Products, Inc., Schenectady, NY

BLH - Baldwin-Lima-Hamilton Corp., Eddystone, PA

BLW - Baldwin Locomotive Works, Eddystone, PA

EMD - Electro-Motive Division, General Motors Corp./Electro-Motive Corp., LaGrange, IL

GE - General Electric Company, Erie, PA

GMD - General Motors Diesel, Ltd., London, Ont.

NOTE: Not all units are in service

NRHS DUES TO INCREASE IN 1989

At the NRHS directors meeting in Somerset, NJ on July 29, a proposal to increase regular national dues from \$9 to \$12 per year was overwhelmingly approved, with only five chapters opposed. Philadelphia Chapter supported this increase, the first since 1981, advocated by National President Raymond A. Wood as a means for funding additional member services such as a proposed video library. The increase will become effective in 1989.

Next year's NRHS convention will be held in Asheville, NC, from July 18 through 23, hosted by the Asheville Chapter. Norfolk Southern steam power will be the featured attraction, along with the mountain scenery of western North Carolina.

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