

# CINDERS

## FEBRUARY 1994



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Volume 55

Newsletter of the

Number 2

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

## JANUARY WEATHER BLASTS AREA TRANSPORTATION

### SEPTA, Other Carriers Fight Ice and Snow

January 1994 will be remembered--not fondly--by residents of northeastern and midwestern states as one of the coldest and most difficult months on record. With bone-numbing temperatures and a succession of snow and ice storms battering travelers from Montana to Maine, residents of the Delaware Valley endured personal hardships as well as serious breakdowns of their local and long-distance transportation systems.

After a relatively warm mid-December, a blast of arctic air roared into Pennsylvania just after Christmas, and repeated incursions made January a marathon of misery. On Tuesday the 4th a brief snowfall turned to ice and caused numerous rush-hour problems, providing advance notice for the crippling ice storm which struck the region on Friday morning the 7th. As described in January Cinders, SEPTA's bus, trolley and Regional Rail service was decimated. All commuter train operations were suspended on Saturday, as wires came down in Powelton and Roberts yards and on the Mainline at Fort Washington. Fallen trees had to be cleared from the #1 track at 31 locations between Overbrook and Paoli. By Sunday, service had been restored to all lines except the R3 Media and R5 between Paoli and Doylestown. The ice persisted through midweek, with its dazzling display of crystalline splendor on trees and wires, as the entire SEPTA system gradually returned to normal. One remaining trouble spot was the Route 101 trolley line in Media, where downed wires brought out the buses.

On Saturday, January 15, the deep freeze returned with a vengeance, as Philadelphia temperatures plummeted to 40° overnight. On Monday morning the Delaware Valley awoke to another full-blown ice storm as snow quickly turned to freezing rain. Delays were posted on all Regional Rail lines, a situation worsened by a fire in Amtrak's "Bryn Mawr" tower which knocked out that interlocking and snarled SEPTA's Paoli service. Area highways and expressways were parking lots and many flights were delayed or cancelled at International Airport.

An Amtrak snow plan which prevented SEPTA from turning back its Parkesburg trains at Leaman Place forced the suspension of service west of Downingtown. Meanwhile, SEPTA's bus operations were in chaos, and by nightfall the Inquirer reported that only nine of 80 City Transit routes were running. All suburban bus service was cancelled. Both the Broad Street and Market-Frankford Lines remained in service, as did the Route 100 Norristown High Speed Line, its new N5 cars running well in marked contrast to their non-performance in the storm two weeks earlier. Media-Sharon Hill trolleys, suspended on Monday morning, were partially restored in the afternoon, and the five subway-surface lines ran but with delays.

By Tuesday most City bus routes were again operating, but with numerous detours in effect. Regional Rail was fully restored, though a fallen tree near Gwynedd Valley caused problems on the R5 Lansdale Mainline. All trolley routes and the NHSL were running. Then, on Wednesday the 19th the mercury plunged to five below zero, and PECO Energy as well as other electric utilities imposed "rolling" blackouts that morning to help meet all-time record demand for power. Governor Casey declared a statewide emergency across Pennsylvania, and Governor Whitman took similar action in New Jersey, asking that schools, stores and offices close to help conserve power. Pittsburgh registered -22°, the coldest temperature ever recorded there. SEPTA's commuter trains ran with severe delays all day, and R5 riders found several morning trains cancelled after an inbound train snagged an overhead wire while emerging from Paoli yard at 6 AM. Bryn Mawr locals continued to operate through to Paoli because of the interlocking problem at Bryn Mawr, and SEPTA still could not run trains west of Downingtown. With many center city businesses closing early, SEPTA struggled with a "rush hour" beginning about 2 PM. In spite of curtailments due to frozen equipment and the drive to conserve electric power, SEPTA made a serious effort to meet the demand, adding cars to several trains which normally would be assigned only two cars.

SEPTA was even having trouble with the Market-Frankford Line, as crews discovered cracks in the steel elevated structure in Kensington which were attributed to the extreme cold. Bus shuttles were operated during the afternoon between Bridge-Pratt Terminal and Berks station, but normal service was restored around 4 PM. Many bus lines were either not running or following detours, while trolley routes were generally faring better as were the N5 cars on Route 100. High temperature for the day was only 60°.



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

MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December) at Eakins Lounge, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner at 6:15 PM (\$18.75 per person), Meeting 7:30 PM.

**CHAPTER OFFICERS**

President.....Frank G. Tatnall, Jr.  
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National Director.....Frank G. Tatnall, Jr.  
Historian.....Larry A. DeYoung  
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ANNUAL MEMBERSHIP DUES: \$26.00 per person, which includes Chapter and National dues. Chapter-only dues \$13.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter membership.

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. PLEASE INCLUDE NEW PHONE NUMBER.

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

**COMMITTEE CHAIRS**

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Membership.....Sheila A. Dorr  
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Program.....Douglas W. Watts  
Publicity.....Thomas F. Moran  
Sales.....Harry Garforth, Jr.  
Trip.....Michael F. Hopkins

**MEETING CANCELLATION ALERT!**

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

**OUR MEETING:**

FRIDAY, FEBRUARY 18, 1994  
FACULTY CLUB, Mezzanine Level, Thomas Jefferson University Alumni Hall, 1020 Locust St., Philadelphia, PA (three blocks south of Market East station)  
Dinner at 6:15 PM (\$18.75 per person), Meeting at 7:30 PM  
Parking in Wills Eye Hospital garage, 9th Street above Locust (\$5.00 after 6 PM), or Parkway Garage, also 9th above Locust (\$5.75 after 6 PM), Downtown Garage, Walnut Street east of 10th (\$5.00 after 6 PM)

Our February 18, 1994 meeting will feature the Annual Ray Muller Slide Contest, rules for which are shown below. The contest is named in honor of the late Chapter Member who excelled in rail slide photography.

PLEASE NOTE THE SPECIAL MEETING LOCATION FOR FEBRUARY ONLY! Our usual sit-down dinner will be held in the Faculty Club, Mezzanine Level, Alumni Hall, Thomas Jefferson University, at a cost of \$18.75 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, FEBRUARY 15, 1994, to President Frank Tatnall at 610-828-0706. This is a strict deadline, and we ask that you please specify when ordering if you desire a fish dinner.

We encourage everyone to enter the 1994 Slide Contest, share your work with your fellow members, and compete for film prizes at the same time. Join us on Friday, February 18, 1994.

**Annual RAY MULLER Slide Contest Rules**

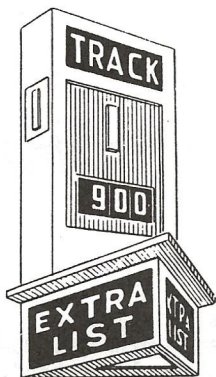
1. No entry form is required for the 1994 Ray Muller Slide Contest, but entrants must register in person, beginning at 7:15 PM. Registration closes at 7:30 PM, with no entries accepted after that hour. THE SLIDE CONTEST IS OPEN TO 1994 PAID-UP PHILADELPHIA CHAPTER MEMBERS ONLY! Once again this year, Chapter Member Phil Mulligan has volunteered to organize the evening's proceedings.
2. There are six categories in the Contest, and categories (a) through (e) must contain only subject matter taken since March 1, 1984, and category (f) ONLY subject matter BEFORE March 1, 1984. In case of uncertainties, the contest manager will rule on appropriate categories or will disqualify any unsuitable entries.
  - (a) Steam
  - (b) Diesel (including RDC's, railcars, turbine-powered equipment, SPV-2000's, etc.)
  - (c) Heavy electric (including multiple-unit commuter rail equipment)
  - (d) Light electric
  - (e) General (subjects not included in the first four categories, such as rights-of-way, signals, stations or other fixed facilities, buses, trackless trolleys, unusual railfans, etc.)
  - (f) Oldies (any subject prior to March 1, 1984)
3. Each contestant may exhibit a maximum of four slides in each category, or grand total of 24 in the contest. The entrant must have personally taken the slide, and it may be in color or black and white, and subject matter from anywhere in the world. The contestant's name MUST be on the slide. After the initial screening, entrant will select ONE SLIDE in each category for the projectionist to use in the FINAL judging. Thus, only six (6) slides are permitted in the final presentation.

**JANUARY MEETING CANCELLED DUE TO WEATHER**

The January 21 meeting of Philadelphia Chapter was cancelled because Jefferson University closed its Alumni Hall during a severe weather emergency. Extreme low temperatures and icy roads crippled the entire Delaware Valley area for much of that week. The cancellation was announced on KYW Newsradio, and many members called the Chapter's hotline to get the news.

Senior Vice President Doug Watts is attempting to reschedule the program for a later meeting.





**MARCH 2, 1994:** "The Great Canadian Train Ride" film lecture presented by Travelogue Producer Doug Jones, 8 PM at restored Keswick Theatre, Easton Road & Keswick Avenue, Glenside, sponsored by Kiwanis Club of Jenkintown. Program includes history of Canadian streamlined train, its recent restoration and a transcontinental trip on board. Tickets \$10 per person at box office. For information, telephone Mike Czerwonka at 215-886-4195.

**MARCH 13:** Railroadiana Show & Sale sponsored by Jersey Central Chapter NRHS at Mother Seton High School, Clark, NJ, 9 AM to 3:30 PM. Use Exit 135 on Garden State Parkway to reach school. Model trains, railroad memorabilia, circus train exhibit, movies will be featured. Free parking. Admission: \$4 per person, \$8 family (children under 12 free). For information, telephone 908-755-7456.

**MARCH 13:** 8th annual Railroad Show & Collectors Market sponsored by Harrisburg Chapter NRHS at Zembo Temple, 3rd & Division Streets, Harrisburg, PA, 9 AM to 3 PM. Model train layout, railroadiana, model train items and book signings by Dan Cupper and other rail authors. Admission: \$3 per person (children under 12 free).

**MARCH 19:** 4th annual symposium sponsored by Friends of the New Jersey Railroad & Transportation Museum, United Railroad Historical Society and Society for Industrial Archeology, in the Hall of Science Auditorium of Drew University, Route 124, Madison, NJ, 9 AM to 5 PM. (Location is within walking distance of NJ Transit's Madison station.) Theme of the meeting is "Getting on Track for New Jersey's Transportation Museum." Fee including lunch is \$30 for non-members of the Friends. For registration form and information, contact: Capt. Bill McKelvey, 103 Dogwood Lane, Berkeley Heights, NJ 07922 (telephone 908-464-9335).

**MARCH 19:** "North Philly LRV Ramble" sponsored by Buckingham Valley Trolley Association, featuring SEPTA Kawasaki car #9111 and possibly Peter Witt #8534. Excursion leaves Germantown depot, Germantown & Westview Avenues, at 10 AM, picking up at Broad & Erie at 10:30 AM. Trip will cover Route 56 trackage on Erie and Torresdale Avenues and north end of Route 23 to Chestnut Hill. Fare: \$20 per person. (Trip postponed from January 23.) Order tickets from: George Metz, 130 Springton Lake Road, Media, PA 19063-1826, making check payable to "BVTA" and enclosing stamped, self-addressed envelope. For information, telephone 610-565-0528.

**MARCH 20:** SEPTA excursion in Broad Street subway using three-car train of historic cars, sponsored by Buckingham Valley Trolley Association. Special train leaves Fern Rock at 1 PM for two round trips to Pattison Avenue plus Broad-Ridge spur. This will be the first time the old cars operate over the newly-installed express tracks between Olney and Erie Avenues. Fares: \$25 per person (BVTA members \$20), \$30 for everyone on day of trip. Order tickets from: George Metz, 130 Springton Lake Road, Media, PA 19063-1826, making check payable to "BVTA" and enclosing stamped, self-addressed envelope. For information, telephone 610-565-0528.

**MARCH 31:** "Going Places: How Our Grandparents Got Around," a five-week course in local transportation history, begins at 7 PM, taught by Ronald DeGraw, special assistant to the general manager of SEPTA. Course continues on Thursday evenings through April 28 at Conestoga High School, Conestoga & Irish Roads, Berwyn. Included are films and slide presentations on the history of rail and bus service in the Philadelphia region and in the U.S. Fee: \$37 per person. Registration forms available from: Main Line School Night, P. O. Box 8175, Radnor, PA 19087 (telephone 610-687-0460).

**APRIL 16:** EastRAIL '94 multi-projector sound and slide presentations by top rail photographers, sponsored by Jersey Central Chapter NRHS and hosted by Railpace and Railfan & Railroad Magazines, at Dover High School, off I-80 at Route 15, Dover, NJ. Early-bird tickets until March 1: \$10 adults, \$6 children. After March 1: \$12 adults, \$8 children. For tickets and information, write: EastRAIL '94, Jersey Central NRHS, P. O. Box 700, Clark, NJ 07066-0700, enclosing stamped, self-addressed envelope.

## JANUARY WEATHER BLASTS AREA TRANSPORTATION (Continued from Page 1)

Amtrak, however, was experiencing serious problems on the Northeast Corridor, the result of frozen switches and equipment. Most New York-Washington trains were running up to 60 minutes late, and after mid-morning Amtrak cancelled all Metroliners to save power. Long-distance trains ran hours late, if they ran at all, and the Chicago-Washington Capitol Limited was diverted via Conrail to Harrisburg and Amtrak through Philadelphia because of CSX's inability to handle it over the normal route. The litany of Amtrak "horror stories" occupies part of El Simon's column elsewhere in this issue.

In spite of an overnight low of -3<sup>o</sup>, all of SEPTA's rail lines were running on Thursday the 20th, except for service west of Downtown. With a high of 15<sup>o</sup>, many delays were reported. Virtually all bus lines were also operating, though many were still detouring or being cut back. The Market-Frankford Line lost its express service due to a flooded substation at Kensington Avenue & Somerset Street, the result of a frozen water line. The station was not repaired until the 27th. Broad Street subway trains were not serving Fern Rock station. Over on Amtrak, passengers still experienced delays of 30 to 45 minutes, but a near-normal number of Corridor trains were operated. Some delays persisted through Friday the 21st (example: New York-to-Harrisburg train #643 departed 30th Street 35 minutes late with an F40 and two coaches), and the eastbound Broadway Limited was reported three hours late. SEPTA lines were generally running well, except for continued delays on the R5 Paoli, and a few bus routes were still out of service or short-turning.

After a sunny and warmer weekend, trouble revisited the area on Wednesday, January 26. Three inches of snow fell and the temperature dropped to 20<sup>o</sup>, with predictable results. Bus routes again felt the brunt though Regional Rail had no serious delays. But a barrage of sleet the following afternoon caused delays of up to one hour on many trains during the evening rush. Then a strange thing happened: the temperature soared to 58<sup>o</sup> on Friday the 28th, bringing with it widespread flooding, a power outage and many delays.

Still, this most miserable of months ended on an upbeat note, as a widely predicted snowstorm failed to materialize on Sunday the 30th.





Newly-installed Amtrak Chairman and President Thomas Downs has gotten off to a promising start, a change in command which came just in time, in my opinion. Everyone I've spoken with who has dealt with Mr. Downs has had good things to say. Over 30 years younger than his predecessor, he seems to be more a "people person", with a better rapport built with the political powers, whose patronage is needed to provide the capital and operating funds Amtrak will need to modernize its fleet and service.

The Philadelphia Inquirer ran an article in its January 9 issue which cited the problems the new CEO encountered while riding the Lake Shore Limited into a typically frigid Chicago. The article cited the excuse for the freeze-up of equipment as being its age. Yet, VIA Rail Canada runs steam-heated cars of equal vintage in weather every bit as bad as that Downs encountered, without as much hassle as Amtrak recently has faced. Amtrak need look no further than its recent shopping levels to discover why equipment failures have become endemic. (People in Philadelphia and Washington know this, of course -- but the message needs to get through to the top.) Recent examples of the problems Amtrak is facing included a well-publicized enroute failure on the Crescent at Manassas, VA, a near paralysis of the Chicago hub and power shortages which required the annulment of many Metroliners on a particularly bad day.

The week of January 17-21 was perhaps the most vexing since 1977 and, once again, Chicago figured prominently in this scenario. As January wore on, trains began to run later and later as the weather deteriorated. Apparently, the plan was to suspend service on most long-haul trains between Chicago and the east. This would allow a fresh start. However, savage weather forced an annulment for up to five days and affected many short-haul trains as well.

During the above week, only the Broadway Limited ran between Chicago and New York, using the Capitol route between Pittsburgh and Chicago. The Capitol itself was limited to mail cars plus a coach or sleeper as a rider. The Cardinal and Lake Shore Limited did not operate except for a New York-Albany Lake Shore stub. Further information reveals that the Capitol was annulled on January 19-20, and ran as a mail train with seven or eight cars and a rider Heritage coach on January 17 and 18 (although the eastbound train of the 17th was held at Toledo and combined with the next day's train). Reports have been received of numerous cars and locomotives being shipped to warmer (or at least enclosed) areas for repairs to freeze damage.

A local highlight of this period was the operation of two GE AMD-103 units through to Newark, NJ on Train 20, the Crescent, leaving Washington on the 19th. Genesis units 835 and 843 were cut off at Newark, where NJ Transit's only active E60, #958, took the train on to New York's Penn Station. The elephant-style units were taken to NJT's Meadows Facility, where the second unit was turned to face west, upon which the two visitors were deadheaded back to Washington.

Amtrak made a management decision last fall to place a follow-on order for 55 Superliner II cars to replace the 1956-1964 Santa Fe hi-level cars rather than purchase more Viewliners. So, we are still expecting only 50 Viewliner sleepers out of some 270 cars needed to replace all passenger-carrying Heritage cars. It will be Mr. Downs' task to get support from Congress to move this program along (and, to replace the oldest and worst locomotives, as well).

The railroad has taken some steps to replace some Heritage cars sooner than expected. The City of New Orleans goes hi-level in March, freeing up 20 coaches and four sleepers to storage (they've picked the cars with the greatest time and mileage since their last overhaul). Next fall, Amtrak hopes to convert the Capitol Limited to a hybrid train made up of two Superliner sleepers and a diner, followed by a transition car and the existing coaches. The latter will have to soldier on until 1996, when the Superliner coaches will arrive. This move will retire more Heritage cars sooner, so they will not need shopping.

Numerous service changes are taking effect, and with Amtrak reducing fares to encourage travel this spring, readers may want to look into a rail journey after the long cold winter.

The Cape Codder will return this coming summer, operating July 1 to September 11 to Hyannis, MA. Of course, frequent bus service operates all year around from the Cape to Boston.

Amtrak is establishing an "Executive Privileges" program to recognize frequent business users of its Metroliner service. One benefit will be that members traveling in Metroliner coach may use the Metropolitan lounges in New York, Philadelphia and Washington.

The new Metroliner Service trains which Amtrak plans to order during 1994 will provide a higher standard of passenger amenities along with their higher speed. They will likely offer audio/video entertainment, conference and fax capabilities. Club conference car 9800, which had been running as an Atlantic City cab car since October, was transferred to Chicago in January to perform the same mission. In both cases, the car is not used by passengers and the conference table remains in the car.

March is the current proposed date to extend Chicago-Detroit service over the Grand Trunk Western to Royal Oak, Birmingham and Pontiac, MI. As mentioned before, Birmingham once had high-level platforms, and crews used to place boards across the gap to vestibules, but these platforms have long been removed. This service extension will coincide with the opening of a new Detroit station at Woodward Avenue (near the General Motors headquarters), northwest of the downtown area.

(Continued on Page 12)



# PHILADELPHIA



## FRANK G. TATNALL, JR.

The turmoil caused by last month's ice storms (see Page 1) afflicted virtually all of SEPTA's 71,000 daily Regional Rail passengers, but two other calamities also disrupted service during January. Early on Monday the 17th a fire broke out in AMTRAK's "Bryn Mawr" tower on the Harrisburg mainline, destroying the control circuitry for the busy interlocking plant. Though the exterior of the classic Pennsy structure and its operator's office were undamaged, Amtrak was forced to "straight-rail" all four tracks by spiking the switches, effectively preventing SEPTA from turning back its Bryn Mawr locals and crossing over its rush-hour limiteds and expresses. All SEPTA trains are now confined to outer tracks #1 and 4, while many Amtrak trains use bidirectional track #3 (track #2 is normally unused).

In an advisory to passengers, SEPTA reported that AMTRAK does not expect to complete repairs at Bryn Mawr "for months." SEPTA then issued a temporary peak-hour R5 timetable for Paoli-Parkesburg service effective January 31 (though it shows a January 21 effective date). Because limiteds and expresses no longer can pass locals, SEPTA eliminated two morning and one afternoon trains, while cutting back three morning limiteds (last stop Wayne) to expresses and stopping eight inbound expresses at stations east of Bryn Mawr. However, this is not necessary in the afternoon. Just two peak hour Bryn Mawr locals remain in the morning (deadheading from Paoli) and two in the afternoon.

Then, at 11:37 AM on Friday, January 28, an AMTRAK transformer near 30th Street Station failed without warning, shutting down all traction power in the area including SEPTA's Mainline through the center city tunnel. Amtrak dispatchers held Corridor trains east of "Zoo" and south of "Phil" interlockings, and SEPTA trains were immediately halted. Amtrak restored its power at 12:46 PM, though sporadic outages continued and SEPTA trains remained immobile. (Route R2 Warminster, R3 West Trenton and R5 Lansdale-Doylestown trains were terminated at Fern Rock station, with passengers transferring to the Broad Street subway.) Power failed again at 1:40 PM and was finally restored at

2:07, but only one SEPTA track was energized. Train #527 to Paoli reportedly was stalled on the hill leading to 30th Street for nearly three hours. In the meantime, SEPTA attempted to bypass the phase break near Girard Avenue by feeding power from its own Wayne Junction substation to the tunnel, but this tactic backfired when a pantograph bridged a section insulator inside the Suburban Station portal while passing from a SEPTA-powered to an Amtrak-powered track. The resulting explosion burned some 20 feet of catenary wire and again shut down the tunnel. By 4:30 PM power had been restored to SEPTA's #1 and 4 tracks, but rush-hour schedules were a shambles and many trains were delayed or annulled.

SEPTA is using an unprecedented seven-car push-pull set on Parkesburg-Downingtown train #9528-7563 during the Bryn Mawr closure. Trains #9524, 7532, 7555 and 9559 are assigned six-car Bombardier sets..... A "Bomb" set ran to Doylestown and back on February 2 as trains #6534-527 due to an equipment problem. Push-pull trains are a rarity on this line.....Correcting an item in January Cinders, SEPTA has reduced the track speed through North Wales to 30 mph, not 35.....SEPTA postponed its announced brush-clearing work on the Warminster Line due to last month's severe weather. Off-peak busing will occur later.....Up to \$5 million in Federal funds earmarked for SEPTA's proposed Gwynedd Valley Transportation Center on the R5 line at Highway 202 may be diverted to the restoration of Lansdale's deteriorating station (DVARP).....SEPTA is advertising for bids on a "railroad operations computer simulation model."

SEPTA's proposal for a Cross County Metro line between Morrisville and Downingtown turned into a pump-kin last month, when a \$250,000 study by Urban Engineers, Inc., predicted that the 46-mile route would attract only 5,000 daily riders by the year 2010. Though there is political backing for the \$100-million project, some suburban planners were pronouncing it dead. Montgomery County Planning Director Arthur Loebn said that one of the problems is that a rail line would not directly serve the many employment centers and shopping malls along the route, and parking lots and shuttle buses would be necessary. SEPTA will now have to decide whether to proceed with a \$1-million investment analysis.....Feodor U. Pitcairn retired in December as chairman of the Montgomery County Planning Commission. A Bryn Athyn resident, Pitcairn had been a staunch opponent of SEPTA's plan to revive the Newtown rail line.

SEPTA has taken a short-term lease on a prototype diesel switcher from Peoria Locomotive Works of Creve Coeur, IL. The 1,500-hp blue-and-yellow unit, #1500, arrived in Philadelphia via CONRAIL on January 27. ....Member Bill Polk has been urging SEPTA to begin an advertising campaign in the northern suburbs to publicize the direct R1 service from Warminster, Glenside and Jenkintown to the Airport. It's one of SEPTA's "best-kept secrets," he says.....A 21-year-old trespasser was critically injured by Fox Chase-bound train #4816 on January 30, as he walked in the gauge of #1 track near "CP Cheltenham Junction" in the Northeast.... SEPTA has given permission to the Borough of Chester Heights to remove a bridge on the long out-of-service Octoraro branch in Delaware County. The bridge over Station Road allows only a ten-foot clearance, insufficient for fire equipment (Phil Klaus).

(Continued on Page 6)



PHILADELPHIA EXPRESS (Continued from Page 5)



N5 car #151 was delivered from Morrison Knudsen's Hornell (NY) plant to SEPTA on January 14, the first production car to be equipped with sanders. Car #150 arrived January 24 via flatbed trailer, and prototype #451 was returned to Hornell for rebuilding. Ten cars are now on the property and all remaining body shells in the 26-car order are now in production. Supplier ABB Traction has been accruing a \$3,400-per-day penalty since last October because its deliveries are three years behind schedule, and the fines will continue until the arrival of the 15th car .....Icy streets forced a postponement of the January 23 "North Philly LRV Ramble" until March 19 (see "Extra List"). SEPTA has agreed to hold Kawasaki car #9111 at Germantown depot until then.....Routes 11 and 36 returned to their normal route December 23, following completion of a bridge repair project on Woodland Avenue near 48th (DVARP).

Chapter Member John LaForce last month celebrated 40 years in the Philadelphia transit industry. Starting in 1954 as a trolley and trackless operator for Philadelphia Transportation Company, John rose through the positions of supervisor, acting towerman, signal maintainer, designer, project engineer, senior signal engineer and general superintendent of signals to his present job as assistant chief engineer-power, signals & communications for SEPTA. He is responsible for the engineering and maintenance of all railroad and transit signal and communications systems on SEPTA, with a staff of 50. He is a registered professional engineer.

SEPTA expects to begin moving into its new headquarters at 1234 Market Street during late spring next year, with all relocations to be completed by the fall of 1995. The 20-story building contains 535,000 square feet of office space, of which SEPTA will occupy about 330,000 square feet up to the 15th floor.....The Inquirer's lead editorial on February 4 was entitled "Keep Gambaccini, the general manager changed SEPTA's image, and made it famous for competence." Gambaccini's five-year contract expires this summer.....The Clinton Administration has proposed a 25-percent cut in mass transit operating subsidies for Fiscal Year 1995 beginning this October 1. The current \$800 million per year would be reduced to \$600 million, with the other \$200 million diverted to transit capital projects. Fare increases may result.

A Railway Age survey shows that 454 rail passenger and transit cars were delivered in the U.S. and Canada last year, down from 518 in 1992. The backlog of undelivered cars stood at 2,224 as of January 1, 1994, including 222 Market-Frankford cars for SEPTA. Among "orders likely to develop" in 1994 are SEPTA's proposal for 70 light rail cars.....There are 17 light rail operators in the U.S. and Canada, and SEPTA ranks third in revenue cars with 153. Toronto had 290 and Boston 209 (1992 figures), but Toronto's system carried 284,000 daily riders, Boston's 215,000 and SEPTA only 95,300 according to a SEPTA handout.....SEPTA has cancelled its plan to publish a booklet entitled "History of Trolley Cars".....SEPTA fueled ten of its Route 76 buses last month with "Biodiesel," which contains 20 percent soybean fats and oils. The alternative fuel will be tested through February.....SEPTA is caught in a new type of personal injury lawsuit, the Daily News reports. A passenger aboard a Route G bus on June 26, 1992 claims that he suffered "post traumatic" as well as physical injuries when he hit the floor during a gunfight on 56th Street. Police allegedly used the bus as a shield during the shootout, which ended in a resident's death.



AMTRAK's new president, Thomas M. Downs, has gained the support of the Philadelphia press. "Putting Amtrak on a smoother course" was the title of the lead article in the Inquirer's January 9 Business section, and "Fixing Amtrak, Thomas Downs is just the ticket," headed a January 21 editorial. "Railroading is a kind of nostalgia thing," Downs is quoted as saying, but, he continued, "this is a real hard-headed economic survival age, and I think we have a product that fits in an era of congested airports, congested roadways and mandates for clear air." He cited the dilapidated North Philadelphia station as an example of what he intends to fix.

AMTRAK has reorganization its Passenger Services Department to improve customer service and give field managers more responsibility. Under the new plan an assistant VP of passenger services, a staff director of customer service and five new regional managers of customer service will report to Vice President Art McMahon in Washington. Layers of management were reduced from six to four and 11 management positions in the department were eliminated.....Amtrak has instituted a convention and meeting program to go after a share of the huge convention travel market.....AMTRAK's Atlantic City service is in its fifth year and a recent "Service Guide" declares that the route "has met its Congressionally-mandated financial requirements and is here to stay." The joint marketing agreement between Amtrak and the Sands Hotel & Casino has been extended through 1994.

Under the Transportation Appropriations bill that became law last October, AMTRAK has a \$63.6 million advance nestegg to proceed with acquisition of 26 high-speed trainsets for the Northeast Corridor, plus two prototype high-speed locomotives for non-electrified territory. House and Senate conferees also said that, "to the maximum extent possible, any further reductions in force (on Amtrak) be focused at the management level." Amtrak says that in the last three years its unionized work force grew five percent while management ranks were cut nine percent (NARP News).....Due to budget constraints AMTRAK is cutting back on its on-board chief positions. New York eliminated all such positions and Washington cut from 15 to five (Mark Sublette).....AMTRAK has recently replaced all of its old "scratchy" wool sleeping car blankets with softer, machine-washable blankets. The old ones were donated to local charities (Amtrak Newsbreak).

Police said that suicide was the apparent motive in the death of a 44-year-old Villanova University professor who stood in the path of AMTRAK train #616 as it approached Bryn Mawr station on January 12, the Main Line Times reported.....Part of the half-million dollars committed by PennDOT to rescue AMTRAK's Harrisburg-Philadelphia service (see December Cinders) actually was intended to subsidize the cross-state Pennsylvania, which no longer needs this support (Harrisburg Chapter Rail Review).....Retired AMTRAK GP7 #784, still wearing its blue Washington Terminal paint, was stored last month in West yard, Wilmington. It is ex-WT #80, ex-Rock Island #1201.....Amtrak has kicked off a major 1994 advertising campaign designed to encourage passengers to take advantage of round-trip discounts in an effort to rebuild ridership levels. Print and television media will be involved.

(Continued on Page 7)



## PHILADELPHIA EXPRESS (Continued from Page 6)



CONRAIL reported \$106 million in net income for 1993's fourth quarter, up 15.2 percent from the \$92 million a year ago. For all of 1993, net income was \$160 million, after deducting \$158 million in one-time charges, versus \$282 million in 1992. Full-year revenues for 1993 were \$3.45 billion, a 3.2 percent increase from the \$3.35 billion the previous year. Automotive traffic was up 13.4 percent and intermodal up 11.2 percent, but coal dropped 9.2 percent.....CONRAIL has changed the name of its General Service marketing group (see December Cinders) to the Core Service Group.....A somewhat surprising appointment was announced by CONRAIL

last month. Cynthia A. Archer, assistant VP-food & agriculture and an experienced marketing official, was named general manager of the Harrisburg Division. She is probably the first woman to hold such a high transportation position on a Class I railroad, her appointment reflecting increased concern for customer service in the field. She swaps jobs with former GM James W. Fallon.....James R. Beard is the new general manager of the Philadelphia Division.

The opening of CONRAIL's new Engleside connection in North Philadelphia was delayed by bad weather last month, but work is nearly complete. AMTRAK has removed the switch near Montgomery Avenue which connected #1 track to the former Zoo siding, the latter track having been turned over to Conrail and designated the Shore running track. This track parallels the Amtrak mainline for six miles to Frankford Junction and will provide complete separation of freight and passenger traffic.....CONRAIL will extend its RoadRailer service from Harrisburg to the E Rail Terminal, Elizabeth, NJ, effective February 7.....CONRAIL has raised the track speed on the Stony Creek branch from ten to 25 mph, now that automatic crossing gates are in service at most road crossings.....A CONRAIL crew operating local freight WPAB24 along the ex-Pennsy Phoenixville industrial track at Port Providence made a grim discovery on January 30: the frozen body of a man near the track.

With supplies of road salt severely depleted by last month's icy siege, CONRAIL has come to the rescue. A special 72-car train carrying 7,200 tons of salt from Cargill at Ithaca, NY, arrived in South Philadelphia January 28, after setting off 30 of the cars at Harrisburg. Then on the 30th a 93-car train from Akzo Salt, Retsof, NY, was delivered to Port Richmond, with more on the way. In 1993 Conrail handled 2.1 million tons of bulk salt.....That 53-car Ringling Bros. Blue Unit circus train that derailed January 13 on CSX at Lakeland, FL, is due to move over CONRAIL from Hagerstown, MD to New York City on March 7. It will return to Hershey on May 26 and to Philadelphia on May 31. Two circus employees died when a broken wheel caused 16 cars to derail, but some of the cars will be repaired or replaced.....On February 2 CONRAIL moved a special train from Harrisburg to Penn Terminal at Eddystone, carrying 15 General Electric diesel locomotives on flatcars for export to Iran.

Undercutting work is proceeding south on CONRAIL's Trenton Line through New Jersey, to raise clearances to 20 feet, eight inches for double-stack trains.....Following completion last month of the New Portage tunnel clearance project at Gallitzin, PA, work began in the north tunnel at Spruce Creek east of Tyrone. While excavation and double-tracking of the tunnel proceeds through the summer, all traffic will be handled in the single-track south tunnel, which will later be abandoned (see January Cinders).....January's frigid weather caused the locomotive out-of-service ratio on CONRAIL to balloon to 15 percent. Many trains were held for power.

CSX has placed a mammoth order with General Electric for 300 high-horsepower locomotives, all but 50 of which will be equipped with AC traction motors. This will be CSX's first foray into the growing field of AC technology, and it is GE's initial AC locomotive order. Beginning this year, 50 Dash 9 units with conventional DC motors will be delivered, followed by 197 AC4400 units also rated at 4,400 hp, and finally by 53 6,000-hp AC behemoths powered by a newly-designed prime mover. The deliveries will extend into 1997.....At the end of 1992, there were about 18,000 locomotives in service in the U.S., almost 65 percent of them built before 1980 (Railway Age).

Member Bill Vigrass is deputy project manager for South Jersey Transit Consultants on the \$4.25-million Burlington-Gloucester County Study. Sponsored by NJ TRANSIT, the study will examine the best way to extend rail passenger service into Burlington and Gloucester Counties, possibly with a PATCO operation.....As of mid-January, NJT had received the first three of 18 rebuilt GP40PH-2 locomotives from CONRAIL's Juniata shop, numbered in the 4200 series.....NJT increased its ridership systemwide by 1.7 percent during the last fiscal year (DVARP).....U.S. DOT in December unveiled its plan for a National Transportation System designed to make the most efficient use of all modes. Included will be a 159,000-mile National Highway System made up of Interstate and other key highways still to be designated by Congress, serving industrial areas, intermodal terminals, ports and defense-related installations (AAR Rail News Update).

Smaller roads need four-axle, mid-horsepower locomotives, but good ones are becoming more expensive, according to a Traffic World article. "We never get calls for leases on SD40's like we do on the GP38-2's," said an EMD spokesman. "We plan to have these units around for the next 20 years....The four-axles are maintaining value better than the six-axles." But 2,000-hp units like the GP38-2's haven't been manufactured for a decade because the Class I's demand powerful six-axle locomotives and "it costs us just as much to build a smaller unit as it does a six-axle".....The "Jersey Central" F3 set at Jim Thorpe, PA will move this winter to SOUTHERN RAILROAD OF NEW JERSEY at Winslow Junction, then to WINCHESTER & WESTERN at Bridgeton for mechanical work.....Rare Alco RSC2 #1102, recently stored at BRISTOL INDUSTRIAL TERMINAL, was spotted in CONRAIL's Morrisville yard February 2 marked for NEW HOPE & IVYLAND.....The two largest railroad unions, the Brotherhood of Locomotive Engineers and United Transportation Union, have broken off merger talks.

DON'T FORGET PHILADELPHIA CHAPTER'S ANNUAL SLIDE CONTEST -  
FRIDAY, FEBRUARY 18, 1994



# MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS

(Part I)  
(Corrected to January 1, 1994)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>BLACK RIVER &amp; WESTERN RAILROAD (BRW), Ringoes, NJ</u>						
41	B-B	CF7	D/E	EMD	1950	Santa Fe 2419 (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
752	B-B	GP9	D/E	EMD	1956	Clarendon & Pittsford 752
4666	Railcar	OEG415	D/E	Brill	1930	Pennsylvania 4666 (Note)
<u>Note: Owned by private individual</u>						
<u>BLUE MOUNTAIN &amp; READING RAILROAD (BMRG), Hamburg, PA (Note 1)</u>						
103	B-B	NW2	D/E	EMD	1947	Reading 103 (Note 2)
425	4-6-2		Steam	BLW	1928	Gulf, Mobile & Northern 425
600	B-B	SW1	D/E	EMD	1953	Warner Company 15
702	B-B	DS44-1000	D/E	BLW	1948	Reading 702 (Note 2)
730	B-B	DS44-750	D/E	BLW	1950	Warner Company 14 (Note 2)
1000	B-B	NW2	D/E	EMD	1948	Conrail 9220 (ex-BMRG 413)
1032	B-B	NW2	D/E	EMD	1946	Port Jersey 1032
1200	B-B	SW7	D/E	EMD	1950	Conrail 8905
1201	B-B	SW7	D/E	EMD	1951	Sugar Loaf & Hazleton 183
2102	4-8-4	T-1	Steam	Reading	1945	Reading 2102
5308	C-C	C630	D/E	Alco	1967	Conrail 6761 (Note 2)
5513	B-B	GP30	D/E	EMD	1962	Conrail 2181 (Note 2)
5706	A1A-A1A	E8A	D/E	EMD	1952	Amtrak 495 (284)
5898	A1A-A1A	E8A	D/E	EMD	1951	Amtrak 497 (305)
6300	C-C	U30C	D/E	GE	1967	Conrail 6840 (Note 2)
9166	Railcar	RDC-1B	D/M	Budd	1958	SEPTA 9166
9168	Railcar	RDC-1	D/M	Budd	1951	PennDOT 9168
<u>Note 1: Locomotives also based at Boyertown, East Greenville, Kutztown, Leesport and Temple, PA</u>						
<u>Note 2: Owned by Reading Company Technical &amp; Historical Society</u>						
<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	SW7	D/E	EMD	1950	Conrail 8908
8204	B-B	SW1200	D/E	EMD	1964	Missouri Pacific 1184
8205	B-B	SW1200	D/E	EMD	1957	Southern Pacific 2315
8206	B-B	SW9	D/E	GMD	1950	Toronto, Hamilton & Buffalo 58
8207	B-B	SW7	D/E	EMD	1950	Conrail 8907
<u>BRISTOL INDUSTRIAL TERMINAL RAILWAY (BITY), Bristol, PA</u>						
22	B-B	RS18	D/E	MLW	1959	Lackawanna Valley 1802
361	B-B	U36B	D/E	GE	1971	CSX 5715
<u>CANTON RAILROAD (CTN), Baltimore, MD</u>						
1201	B-B	SW1200	D/E	EMD	1954	Milwaukee 625
1501	B-B	SW1500	D/E	EMD	1967	Southern Pacific 2455
1751	B-B	GP16	D/E	EMD	1952	CSX 1758 (Note)
<u>Note: Rebuilt from GP7</u>						
<u>CARBON &amp; SCHUYLKILL RAILROAD (CSKR)/RAIL TOURS, INC.*, Jim Thorpe, PA</u>						
D	B-B	F7B	D/E	EMD	1950	Boston & Maine 4268B (Note 1)
44	B-B	F3A	D/E	EMD	1948	Bangor & Aroostook 44 (Note 4)
56	B-B	F3A	D/E	EMD	1948	Bangor & Aroostook 46 (Note 1)
467	B-B	RS3	D/E	Alco	1952	Reading 467 (Note 1)
972	4-6-0	D10j	Steam	Montreal	1912	Canadian Pacific 972 (Note 2)
1098	4-6-0	D10h	Steam	Canadian	1913	CP 1098
1554	B-B	RS3	D/E	Alco	1953	Central of New Jersey 1554 (Note 1)
5771	B-B	U36B	D/E	GE	1971	CSX 5771
<u>Note 1: Owned by Anthracite Railroads Historical Society</u>						
<u>Note 2: Owned by Tri-State Chapter, NRHS</u>						
<u>Note 3: At Strasburg, PA for repairs</u>						

(Continued on Page 9)



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

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>CHESTNUT RIDGE RAILWAY (CHR), Palmerton, PA</u>						
20	B-B	S2	D/E	Alco	1945	
21	B-B	S2	D/E	Alco	1946	
1055	B-B	S2	D/E	Alco	1949	Missouri Pacific 1055 (Note)
Note: Leased from RELCO						
<u>DELAWARE COAST LINE RAILROAD(DCLR)/QUEEN ANNE'S RAILROAD*, Georgetown, DE (Note)</u>						
2	B-B	RS36	D/E	Alco	1962	Norfolk, Franklin & Danville 2
3	0-6-OT		Steam	Vulcan	1943	Wilmington & Western 3
17	B-B	T6	D/E	Alco	1958	Eastern Shore 17
19	B-B	T6	D/E	Alco	1958	Conrail 9846
23	B-B	RS1	D/E	Alco	1954	Soo Line 351
200	B-B	C420	D/E	Alco	1963	Eastern Shore 200
Note: Locomotive also based at Milton, DE						
<u>DELAWARE-LACKAWANNA RAILROAD (DL), Scranton, PA</u>						
5	B-B	S1	D/E	Alco	1947	American Locomotive 5
802	B-B	C425	D/E	Alco	1964	BC Rail 802
811	B-B	C425	D/E	Alco	1964	BC Rail 811
901	B-B	U30B	D/E	GE	1967	Conrail 2888 (Note)
5019	B-B	RS36	D/E	Alco	1963	Delaware & Hudson 5019 (Note)
Note: Owned by private individual						
<u>EAST BROAD TOP RAILROAD, * ROCKHILL FURNACE, PA (3-foot-gauge)</u>						
M-1	Railcar		G/E	EBT/Brill	1926	
M-4	0-4-0	JCD	D/M	Plymouth	1947	Warner Company
M-5A	0-4-0		D/M	Plymouth	1957	Bethlehem Steel 29A
M-5B	0-4-0		D/M	Plymouth	1956	Bethlehem Steel 28B (Note)
12	2-8-2		Steam	BLW	1911	
14	2-8-2		Steam	BLW	1912	
15	2-8-2		Steam	BLW	1914	
16	2-8-2		Steam	BLW	1916	
17	2-8-2		Steam	BLW	1918	
18	2-8-2		Steam	BLW	1920	
Note: Cabless unit						
<u>EAST JERSEY &amp; 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)
321	B-B	SW8	D/E	EMD	1953	Conrail 8621
<u>EASTERN SHORE RAILROAD (ESHR), Cape Charles, VA (Note)</u>						
1600	B-B	GP8	D/E	EMD	1950	Norfolk & Western 3450
1603	B-B	GP8	D/E	EMD	1952	N&W 3468
2000	B-B	GP10	D/E	EMD	1957	Illinois Central Gulf 8250
2001	B-B	GP10	D/E	EMD	1958	ICG 8352
8066	B-B	GP10	D/E	EMD	1954	ICG 8066
8096	B-B	GP10	D/E	EMD	1955	ICG 8096
Note: Locomotive also based at Little Creek, VA						
<u>EVERETT RAILROAD (EV), Claysburg, PA</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
<u>GETTYSBURG RAILROAD (GETY), Gettysburg, PA</u>						
39	B-B	GP9	D/E	EMD	1957	Knox & Kane 14
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	1948	Canadian Pacific 1278
<u>JUNIATA TERMINAL (JTFS), Philadelphia, PA</u>						
9251	B-B	NW2	D/E	EMD	1947	Conrail 9199
<u>LANDISVILLE RAILROAD (AMHR), Landisville, PA</u>						
92	0-4-0	HLB	D/E	Plymouth	1928	Delaware Valley
8526	B-B	45-ton	D/E	GE	1944	U. S. Army 8526
8651	B-B	SW900M	D/E	EMC	1938	Conrail 8651

(Continued on Page 10)



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

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>MARYLAND &amp; DELAWARE RAILROAD (MDDE), Federalsburg, MD (Note)</u>						
1201	B-B	RS3M	D/E	Alco	1952	Conrail 9999
1202	B-B	RS3M	D/E	Alco	1950	Conrail 9926
1203	B-B	RS3M	D/E	Alco	1952	Conrail 9942
2628	B-B	CF7	D/E	EMD	1946	Santa Fe 2628 (F3A 20C)
2630	B-B	CF7	D/E	EMD	1946	Santa Fe 2630 (F3A 18C)
Note: Locomotives also based at Selbyville, DE and Massey, MD						
<u>MARYLAND &amp; 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
1502	B-B	CF7	D/E	EMD	1950	Santa Fe 2426 (F7A 330L)
1504	B-B	CF7	D/E	EMD	1951	Santa Fe 2425 (F7A 261L)
1506	B-B	GP7	D/E	EMD	1953	Reading 621 (ex-MPA 86)
<u>MARYLAND MIDLAND RAILWAY (MMID), Union Bridge, MD</u>						
200-202	B-B	GP9	D/E	EMD	1957	Norfolk & Western 793 (ex-MMID 793), 794 (ex-MMID 794), 812 (ex-MMID 812)
300-302	B-B	GP38	D/E	EMD	1967	CSX 2031, 2092, 2016
<u>MARYLAND MASS TRANSIT ADMINISTRATION (MARC), Baltimore, MD (Note 1)</u>						
1	Railcar	RDC-2	D/M	Budd	1956	Baltimore & Ohio 9940
3	Railcar	RDC-2	D/M	Budd	1953	B&O 1951
8	Railcar	RDC-1	D/M	Budd	1950	B&O 9911
9	Railcar	RDC-1	D/M	Budd	1953	B&O 9912
10	Railcar	RDC-B	D/M	Budd	1957	Amtrak 29
11-13	Railcar	RDC-1	D/M	Budd	1952	B&O 9915, 9916, 9917
18	Railcar	RDC-1	D/M	Budd	1952	B&O 1913
20	Railcar	RDC-1	D/M	Budd	1956	B&O 9920
21	Railcar	RDC-2	D/M	Budd	1955	B&O 1972
22	Railcar	RDC-1	D/M	Budd	1956	B&O 9922
24-25	Railcar	RDC-1	D/M	Budd	1952	Amtrak 17, 16
26-29	Railcar	RDC-1	D/M	Budd	1951	Pennsylvania-Reading Seashore Lines M-409, M-410, M-411, M-413
30-31	B-B	GP40	D/E	EMD	1968	Conrail 3198, 3205
32	B-B	GP40	D/E	EMD	1967	Conrail 3051
60	A1A-A1A	E8A	D/E	EMD	1951	NJ Transit 4327 (Note 2)
61	A1A-A1A	E8A	D/E	EMD	1952	NJT 4325 (Note 2)
62	A1A-A1A	E8A	D/E	EMD	1951	NJT 4324 (Note 2)
64	A1A-A1A	E9CH**	D/E	EMD	1950	Metra/Burlington Northern 9902
65	A1A-A1A	E9CH**	D/E	EMD	1952	Metra/BN 9905
66-68	A1A-A1A	E9CH**	D/E	EMD	1953	Metra/BN 9906-9908
69	A1A-A1A	E9CH**	D/E	EMD	1955	Metra/BN 9911
70-71	B-B	GP39H-2**	D/E	EMD	1967	Conrail 3062, 3066 (GP40)
72	B-B	GP39H-2**	D/E	EMD	1968	Conrail 3243 (GP40)
73-74	B-B	GP39H-2**	D/E	EMD	1966	B&O 3703, 3710 (GP40)
75	B-B	GP39H-2**	D/E	EMD	1968	Milwaukee 2050 (GP40)
81-82	B-B	F9PH**	D/E	EMD	1952	B&O 4580, 4582 (F7A)
83	B-B	F9PH**	D/E	EMD	1951	B&O 4566 (F7A)
84	B-B	F9PH**	D/E	EMD	1948	B&O 4472 (F3A)
85	B-B	F9PH**	D/E	EMD	1951	B&O 4557 (F7A)
4900-4903	B-B	AEM-7**	Elec	EMD	1986	
7100	B-B	APCU**	D/E	EMD	1951	B&O 4553 (F7A)(Note 3)
Note 1: Locomotives also based at Brunswick, MD						
Note 2: Leased from private firm						
Note 3: Rebuilt to auxiliary power control unit 1980 (head-end power only)						
** - Equipped with head-end power						
<u>MIDDLETOWN &amp; HUMMELSTOWN RAILROAD (MIDH), Middletown, PA</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 46
91	2-6-0		Steam	Canadian	1910	Canadian National 91
<u>MORRISTOWN &amp; 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



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

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<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 individuals						
<u>NEW HOPE &amp; IVYLAND RAIL ROAD (NHIR), New Hope, PA</u>						
9	O-6-0		Steam	Alco	1942	Virginia Blue Ridge 9
11	B-B	V0660	D/E	BLW	1945	Warner Company 11
40	2-8-0		Steam	BLW	1925	Cliffside 40
9423	B-B	SW1	D/E	EMD	1950	Amtrak 739 (Note)
Note: Leased from private individual						
<u>NEW JERSEY TRANSIT RAIL OPERATIONS (NJT), Kearny, NJ (Note 1)</u>						
436	B-B	SW9	D/E	EMD	1952	Erie Lackawanna 436
438	B-B	SW9	D/E	EMD	1952	EL 438
500	B-B	SW1500	D/E	EMD	1970	Pittsburgh & Lake Erie 1570
501-503	B-B	SW1500	D/E	EMD	1972	P&LE 1547, 1546, Southern Pacific 2675
834	A1A-A1A	E8A**	D/E	EMD	1953	PC 4323(4076) (ex-NJT 4323) (Note 2)
835	A1A-A1A	E8A	D/E	EMD	1952	PC 4248 (ex-NJT 4248) (Note 2)
958-963	C-C	E60CP**	Elec	GE	1975	Amtrak 958-963
967	C-C	E60CP**	Elec	GE	1975	Amtrak 967
973	C-C	E60CP**	Elec	GE	1975	Amtrak 973
4100-4112	B-B	GP40PH-2**	D/E	EMD	1968	Central of New Jersey 3681, 3672, 3675, 3676, 3682, 3679, 3671, 3680, 3683, 3677, 3673, 3674, 3678 (ex-NJT 4110, 4101, 4104, 4105, 4111, 4108, 4100, 4109, 4112, 4106, 4102, 4103, 4107)
4113-4129	B-B	F40PH-2**	D/E	EMD	1981	
4130-4137	B-B	GP40FH-2**	D/E	EMD	1967	Conrail 3058, 3061, 3064, 3067, 3068, 3070, 3071, 3078 (Note 3)
4138-4139	B-B	GP40FH-2**	D/E	EMD	1969	Rock Island 384, 389 (Note 3)
4140	B-B	GP40FH-2**	D/E	EMD	1966	Missouri Pacific 606 (Note 3)
4141	B-B	GP40FH-2**	D/E	EMD	1970	Union Pacific 646 (Note 3)
4142	B-B	GP40FH-2**	D/E	EMD	1968	Milwaukee 2055 (Note 3)
4143-4144	B-B	GP40FH-2**	D/E	EMD	1966	RI 361, UP 614 (Note 3)
4145-4146	B-B	GP40PH-2**	D/E	EMD	1971	CSX 6607, 6836 (Note 4)
4147	B-B	GP40PH-2**	D/E	EMD	1968	KCS 4751 (Note 4)
4148	B-B	GP40PH-2**	D/E	EMD	1967	CSX 6822 (Note 4)
4149-4150	B-B	GP40PH-2**	D/E	EMD	1968	KCS 762, 763 (Note 4)
4151-4156	C-C	U34CH**	D/E	GE	1970	EL (NJDOT) 3351-3356
4157-4173	C-C	U34CH**	D/E	GE	1971	EL (NJDOT) 3357-3373
4174-4176	C-C	U34CH**	D/E	GE	1972	EL (NJDOT) 3374-3376
4177-4182	C-C	U34CH**	D/E	GE	1973	EL (NJDOT) 3377-3382
4200	B-B	GP40PH-2**	D/E	EMD	1968	CR 3206 (Note 5)
4201	B-B	GP40PH-2**	D/E	EMD	1967	CR 3053 (Note 5)
4326	A1A-A1A	E8A	D/E	EMD	1953	PC 4326 (4083)
4400-4412	B-B	ALP-44**	Elec	ABB	1990	
4413-4414	B-B	ALP-44**	Elec	ABB	1991	
4877	2-C+C-2	GG1	Elec	Altoona	1939	PC 4877 (Note 5)
5681	B-B	GP7	D/E	EMD	1952	CNJ 1523
7000	B-B	GP9	D/E	EMD	1955	PC 7000

## [METRO-NORTH COMMUTER RAILROAD LOCOMOTIVES IN NJ TRANSIT SERVICE]

4183	C-C	U34CH**	D/E	GE	1968	Chicago & North Western 934 (Note 7)
4184-4189	B-B	GP40FH-2**	D/E	EMD	1966	Union Pacific 610, 612, 604, 615, 629, 626 (Note 8)
4190	B-B	GP40PH-2**	D/E	EMD	1969	Conrail 3273 (Note 9)

Note 1: Locomotives also based at Bay Head, Dover, Hoboken, Long Branch, Raritan, NJ, Spring Valley and Suffern, NY, Philadelphia, PA

Note 2: Painted in Erie colors

Note 3: Rebuilt by MK 1987-89 from GP40's with F45 components

Note 4: Rebuilt by MK 1992-93 from GP40's

Note 5: Rebuilt by Conrail 1993 from GP40's

Note 6: Painted in Pennsylvania colors

Note 7: Rebuilt by GE from U30C

Note 8: Rebuilt by MK from GP40's

Note 9: Rebuilt by Conrail from GP40

\*\* - Equipped with head-end power

## ABBREVIATIONS

Elec - Electric  
D/E - Diesel-electric  
G/E - Gas-electric  
D/M - Diesel-mechanical  
G/M - Gas-mechanical  
\* - Non-common carrier



## ON THE SCENE (Continued from Page 4)

All food service cars in the Chicago corridor pool are being set up as Custom Class cars and thereafter all "local" trains offering food service will also offer Custom Class. On the International, this service will only be offered inside the United States.

Linen, china and glassware are now featured on Auto Train (first class), Broadway Limited, Lake Shore Limited, Sunset, Southwest Chief, Empire Builder, Coast Starlight, Capitol Limited and Crescent, or, all trains featuring a full-service dining car, but not a diner-lounge or cafeteria-style car. The California Zephyr is scheduled to be converted momentarily.

Forthcoming movie service on Florida coaches will be called "Silver Screen" service. Fifty-eight Amfleet II coaches are being fitted out at Tampa and will be available by this spring. You can use your own headset or purchase one for \$3.00 in the lounge. Each coach will have 14 monitors located on the luggage rack and each trip will show two complete features plus cartoons and short subjects. Sleeper passengers will receive video screens in each room when the Viewliners enter service. Handheld video may be provided to passengers on any Heritage sleepers not replaced by the new cars.

Amtrak and Gray Line plan to start a sightseeing package for Amtrak passengers about April 1. Called "Amtrak's City Escapades", the program will include some 50 cities. In our area, they will include Boston, MA; Buffalo, New York City and Niagara Falls, NY; Philadelphia and Pittsburgh, PA; Providence, RI; Norfolk, Virginia Beach and Williamsburg, VA; Washington, DC; Toronto, Ontario, and Montreal, Quebec.

VIA Rail Canada has begun to receive delivery of then ten coaches stranded by SEPTA Rail's bankruptcy. All will be on board by the end of March to complete VIA's "long-distance" HEP program.

Christmas 1994, meanwhile, was a busy season for VIA trains to the Maritimes. The Atlantic and Ocean ran five coaches and six sleepers on a consist which often ran to 15 or 16 cars. One Chaleur consist arrived Montreal with six sleepers. As in the previous year, the Chaleur carried a Park-series dome-observation to Gaspé. Possibly for the first time since the last "real" Broadway Limited ran 26 years ago, VIA operated an all-sleeper train available to ordinary travelers. On several occasions, a section of the Ocean operated with two F40's, a baggage car, diner, seven Manor-series sleepers and a Park-series dome-observation. All Budd-built and all class!

GO Transit has leased six control units (presumably former Ontario Northland FP7's) and 25 bi-level coaches to Metrolink in Los Angeles to beef up post-earthquake commuter rail service. This equipment will help with heavier loadings caused by freeway disruptions. Two trains have been added between Palmdale, Lancaster and Los Angeles via the Santa Clarita route. (This writer went through the 1987 Whittier Narrows quake and is quite happy to be back east, thank you!)

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