



CINDERS



MARCH 1994

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PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

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RAILS, BUSES, PLANES SUFFER "WORST WINTER" ENCORE

After an ice-and-snow-plagued January in the Delaware Valley, transportation users were hoping for a much-needed respite in February. They didn't get it.

Following a deceptively mild start--the temperature in Philadelphia rose to 51° on February 7--a snow-storm greeted early-morning commuters on Tuesday the 8th. The snow turned to sleet and then to freezing rain, creating the expected transit delays during the afternoon rush hour. With a total of five inches of snow and ice on the ground, SEPTA's buses and trolleys battled poor street conditions, Regional Rail trains reported ten to 30-minute delays and Amtrak's Northeast Corridor was running 15 to 45 minutes behind schedule. DART in the Wilmington area shut down its bus service at 7:30 PM due to icing of the roads, but PATCO as always operated close to normal. Some transit delays continued the following day, as the mercury reached a high of 25° with some additional accumulation of sleet.

On Thursday the 10th a major power outage struck the Regional Rail system at 5:41 AM, the second such failure in a month. Again, the cause was a breakdown in an Amtrak substation near 30th Street Station which feeds power to SEPTA's center city tunnel, but it was not known if the morning's low temperature of 10° had had an effect on the aging electrical equipment. During the shutdown SEPTA managed to advance some of its trains as far as 30th Street, where passengers could get off and walk or take the subway to work. One amusing incident, as related by Chapter Member Pat Purcell, occurred after Train 514, the 5:29 AM departure from Paoli, was halted at Overbrook station because of the outage ahead. The crew told the group of regular riders that there would be at least a half-hour's delay, and that "coffee and donuts are being served" in a nearby shop. The crowd bolted for the oasis, and upon returning their train moved on to 30th Street. Power was restored at 7:15 but 30 to 60-minute delays continued for several hours. Passengers from northern suburbs were advised to detrain at Fern Rock station and take the Broad Street subway to town.

Problems persisted through the afternoon, with Regional Rail trains still running 15-30 minutes late. Parkesburg service was cancelled because of an Amtrak snow plan that closed the switches used by SEPTA trains to turn back at Leaman Place. Many bus routes continued to detour and subway-surface trolleys had to be diverted to 40th & Market Streets after a car stalled in the subway near 19th Street. High temperature was 23°.

The 12th storm of this "worst winter in memory" roared in from the west on Friday, February 11, dumping as much as ten inches of snow and sleet on the region by midday--though the official measurement at the Philadelphia Airport was less than five inches. Most Regional Rail lines were operating up to a half-hour late, though all Fox Chase and Cynwyd service was cancelled. Engineers were instructed to use their snow brakes and to cut out the dynamics. R5 trains from Doylestown and Lansdale were hampered by snowdrifts in the deep cut north of Gwynedd Valley station, and the weight of accumulated snow caused the collapse of the relatively-new canopy over the high-level platform at Wayne Junction. This prevented northbound trains from stopping at that station during the afternoon rush, which actually started about 2 PM as many center city businesses and retailers decided to close early. The Gallery at Market East was completely closed for the day. Nonetheless, both the Broad Street subway and Market-Frankford Line ran reasonably well during the entire period.

KYW Newsradio's Storm Center was busy all day reporting transit problems, highway backups, flight cancellations, school closures and postponements of civic and cultural events. SEPTA was forced to detour, cut back or halt service on some 45 bus routes, and trolleys were severely delayed by stalled automobiles on the streets. Amtrak was experiencing problems both on the Corridor and with its long-distance trains. Metroliners were running one hour or more late and other trains up to two hours behind schedule, but only five New York-Washington trains were cancelled. NJ Transit reported delays on all rail lines and its bus service in South Jersey was spotty. NJT's Atlantic City trains were originating and terminating at Lindenwold rather than at 30th Street, with passengers using PATCO's connecting service. PATCO was operating under its snow emergency plan, with no express trains, but otherwise had few problems. Motorists on all major highways encountered delays, although PennDOT was credited with doing a better job of plowing and salting than in the January storms. The airport was open but 90 percent of its outbound flights were cancelled, stranding thousands of would-be passengers.

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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

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Editor.....R. L. Eastwood, Jr.

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.

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Membership.....Sheila A. Dorr
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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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RAILS, BUSES, PLANES SUFFER "WORST WINTER" ENCORE (Continued from Page 1)

Out on SEPTA's Norristown High Speed Line, the day was not going well. As has happened before, snow and ice built up against the third rail, particularly in areas where the wrap-around fiberglass covers are in use. By 9 AM only one Chicago trainset was still available and it was dispatched from 69th Street to couple to and retrieve another pair that had died on the line. N5 car #151 had also failed and was finally towed back from Norristown by a Chicago pair. All powered switches and circuits at 69th Street Terminal were down and had to be hand thrown. Around 9:30 a two-car N5 train (#145-144) left for Norristown with passengers but because the "plow train" (#482-483) had failed earlier, the N5's had a difficult time plowing and burning off the third rail. They finally reached their destination in about an hour, and the return trip was only slightly easier.

By 11:30 AM most of the disabled equipment had been cleared from the line, and another two-car N5 train (#142-147) was made up and loaded. But the run had to be scrubbed because the third rail between Pennfield and Beechwood was by now completely buried in snow and sleet, and buses were sent to rescue passengers. In an attempt to reopen the line, an unprecedented four-car train of N5's (#145-144-142-147) was put together to break through to Beechwood, but this was unsuccessful. One operable Chicago set did eventually make the trek to Norristown and back, but revenue service had to be suspended. It remained suspended the following day, with shuttle buses running between Radnor and 69th Street.

Friday's low temperature was 17^o in the City and the high was 28^o. Fox Chase rail service was resumed at 3 PM but other problems cropped up. R7 train #7766 slid through a derail at Trenton station about 5:30 PM and its front trucks wound up on the ground, delaying both SEPTA and Amtrak trains. SEPTA R6 train #4660 collided with a truck that evening near Conshohocken station, but there was little damage to the train. DART again shut down early, at 6 PM. Freight service on CSX and Conrail took a hit from the storm, with frozen switches and other traditional problems, but Conrail managed to haul another unit trainload of road salt into town from New York State. And on Friday afternoon, an unusual daylight freight train plowed its way from Lansdale down the Stony Creek branch to Norristown. For rail photographers who could get themselves to trackside, the storm was a delight.

Saturday morning found transportation recovering, with Regional Rail trains running about 20 minutes late, many bus detours in effect and subway-surface trolleys still struggling. With its shop count well over 100 cars, Railroad Division managers tried to keep their reduced fleet running by storing about 20 cars in the center city tunnel overnight. Amtrak's Corridor operation was back to normal, but crowds still surged through the Airport hoping that flights would be departing at last. There was a general realization that the storm could have been much worse--if there had been ice instead of snow. Just to the south, in Delaware, Maryland and Virginia, slightly higher temperatures had brought an onslaught of ice, downed trees and power lines.

By Sunday the 13th, readings of up to 45^o had rail service back to near normal, even on the Norristown High Speed Line, and the Airport and most highways were clear. SEPTA was, however, still detouring some bus routes to avoid narrow, snow-clogged City streets. With the Monday morning rush hour, at least 15 Regional Rail trains were running with shortened consists, and there was still no Parkesburg service. Amtrak's Harrisburg trains were picking up SEPTA passengers at Parkesburg and Coatesville. By Wednesday the 16th, with a high of 47^o, most SEPTA bus routes were back on schedule, and Parkesburg rail service was restored. A check of the NHSL that afternoon revealed only one N5 car in Norristown service. By Friday the 18th the mercury shot up to 57^o and the thaw was well along.

Wednesday, February 23 brought another three inches of snow, but battle-hardened commuters hardly seemed to notice. Regional Rail ran well as did Amtrak, but some bus lines had to be detoured or cut back for a time. The NHSL was reported to be running late because of heavy ridership and at the Airport there were some flight cancellations. The snow turned to rain as the temperature reached 38^o. The month ended on a quiet note but with weather forecasters talking ominously of another "big one" early in March, which indeed threatened to come in like a lion.

One fallout from this winter of discontent was the financial burden it imposed on transportation agencies--SEPTA, Amtrak, PennDOT and even PATCO. SEPTA reported that it incurred a \$6.8-million budget deficit during January as a result of higher costs for maintenance, overtime and snow removal, and reduced passenger revenues. City Transit Division revenues were off \$2.8 million or 19 percent due to repeated school and business closings and uncounted service interruptions on bus and rail lines. NJ Transit also suffered from reduced revenues and higher costs. The big storm of February 11 caused NJT near-record delays, its trains that day posting an on-time performance of just 12.9 percent (on-time meaning arrival within five minutes of schedule).

OUR MEETING:

FRIDAY, MARCH 25, 1994

Eakins Lounge, Alumni Hall, Thomas Jefferson University,
1020 Locust Street, 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 March meeting will be on the 4th Friday, March 25, 1994. The program will be presented by Chapter Member Larry A. DeYoung, who serves as Conrail's Director of Shortline Marketing, and will be on Shortline Marketing from a Class I railroad's perspective. It should be most informative, and give us a view of shortline operations, and how they relate to the larger railroads they connect with.

Our usual sit-down dinner will be held in the Eakins Lounge, 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, MARCH 22, 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 invite you to come out, enjoy the spring air, and take in a Philadelphia Chapter meeting on Friday, March 25 as we hear Larry DeYoung on shortline marketing.

The program advertised for our January 21 meeting, which was cancelled, has been rescheduled for the June 17, 1994 meeting. Walter H. Pogue, Jr., of Walter Pogue & Associates of Lancaster, PA will give a presentation entitled "Thirty Years of Rolling Stock Development", according to Senior Vice President Doug Watts.

Our meeting on Friday, April 15, 1994 will feature Carol Deitchman, Business Development Manager, Automotive Marketing & Sales for Conrail, exploring Class I railroad marketing strategies and the relationship the railroad creates with the automotive industry. This night will also feature the annual election of officers for the 1994-95 year for Philadelphia Chapter, so finish your income tax early, and join us on April 15.

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.

1994 RAY MULLER SLIDE CONTEST WINNERS

A total of 13 members entered the Chapter's annual Ray Muller Slide Contest, held during the February 18 monthly meeting, and nine won a total of 19 prizes. The contest is named in honor of the late Chapter member who was one of the area's most dedicated photographers.

Prize winners in the six categories and their subjects were:

Steam 1 - Roger Cole (Chinese Mikado on Kinzua Viaduct)
2 - (tie) Larry DeYoung (Shay at Georgetown, CO)
Dave Kopena (BM&R Pacific at Jim Thorpe, PA)

Diesel 1 - David Luery (Southern Pacific near Mount Shasta, CA)
2 - Gerry Williams (SEPTA U34CH in Fairmount Park)
3 - Dave Kopena (F3 set at Jim Thorpe)

Heavy Electric 1 - Roy Soukup (Amtrak X2000 at Claymont, DE)
2 - Tom Pavlick (Amtrak X2000 at Chester, PA)
3 - (tie) Roger Cole (Amtrak X2000 at Newark, DE)
Dave Kopena (SEPTA at Gwynedd Valley, PA)

Light Electric 1 - Gerry Williams (Peter Witt #8534 at Trolleyfest)
2 - (tie) Tom Pavlick (Chicago CTA on Loop)
Bill Thomas (Swiss Gornergrat Railway)

General 1 - Roy Soukup (Last night at Reading Terminal)
2 - Doug Watts (Conrail train in ice, Stowe, PA)
3 - Gerry Williams (Amtrak Race Street terminal at night)

Oldies 1 - Bill Thomas (D&H PA locomotives)
2 - Dave Kopena (SEPTA RDC at Huntingdon Valley, PA)
3 - Roy Soukup (Rock Island DL109 at Englewood, Chicago)

Once again the Chapter extends its thanks to Phil Mulligan for organizing the contest, acting as master of ceremonies and leading the judges' panel. Other judges were Wayne Bode, Mike McEnaney and Doug Volk. Film prizes will be awarded by Editor Larry Eastwood at the March 25 meeting.

PHILADELPHIA



FRANK G. TATNALL, JR.

AMTRAK has notified SEPTA that repairs to the control system at "Bryn Mawr" interlocking will probably require another three months. The plant, used to switch SEPTA and Amtrak trains from track to track, was put out of commission in a January 17 fire (see February Cinders).....SEPTA will reissue its Regional Rail timetables effective May 1, coinciding with AMTRAK.....Following completion of the ongoing welded rail project on the Chestnut Hill West Line, SEPTA plans to replace the worn jointed rail on the north end of the Mainline to Lansdale.....SEPTA last month opened a spacious new passenger services and stationmaster's office in Suburban Station. The glass-enclosed space was formerly occupied by the Fleur-de-Lis clothing store.

The historic Reading Terminal trainshed will open to the public on Sunday, March 20, after a \$50-million restoration as the grand entrance to the new Pennsylvania Convention Center. Free "Whistle Stop" tours of the trainshed will be offered between 12 Noon and 5 PM, for visitors entering the Center at 12th & Arch Streets. The structure will house a 32,000-square-foot ballroom, a 55,000-square-foot grand hall and additional meeting space. It's all part of Philadelphia's second annual Welcome America! celebration, which will begin with a formal dinner for invited guests the evening before in the trainshed. The adjacent Gallery will unveil an exhibit on the history of Reading Terminal on March 14, and other exhibits will be on display in the shed itself. Meanwhile, the 1,200-room Philadelphia Marriott Hotel at 12th & Market Streets, across from the Terminal, is under construction with an opening set for December.



Peoria Locomotive Works switcher #1500 arrived at Wayne Electric shop on February 4 on a 30-day trial with SEPTA. The 1,500-hp end-cab unit, painted in eye-catching blue and yellow, thus far has been used on a number of wire trains and test runs, including a trip to Lansdale and return on February 22 with five Bombardier cars. Built in 1992, the demonstrator with its Caterpillar 3512 engine is the first new switcher built in the U.S. for railroad service since 1987.....SEPTA has recently suffered an outbreak of graffiti

on a number of its Silverliners, the first in many years.....In spite of reports in Extra 2200 South and other publications, SEPTA has not decided on a road number for its new ALP-44 electric locomotive due this fall from ABB.

SEPTA will convene two public hearings this month to discuss station improvements. The first, to be held March 18 at 2 PM in Lansdale Borough Hall, concerns the \$5-million project to renovate the deteriorating Lansdale station and to expand its parking lot by 350 spaces. The second, at 10 AM March 21 in SEPTA's Philadelphia headquarters, will cover an \$8.5-million project to improve and expand the parking lots at ten suburban stations including a new station facility to be built at Thorndale, Chester County on the R5 route. Also to be aired is a \$540,000 proposal to restore the 1860-vintage Coatesville station. In all of these projects, the Federal share is to be 80 percent of the cost.

SEPTA has filed suit against a Conshohocken firm which allegedly filled in a section of Plymouth Creek in that borough, causing water to back up and flood the Norristown Line tracks during rainstorms. The Norristown Times Herald report indicates that the firm, James J. Neve Company, will be required to return the creek to its natural state, which may be done in an out-of-court settlement.....Train 0246 snagged the catenary near Elkins Park station at 5:31 PM February 7, pulling down some 700 feet of wire. For a time all northbound trains were terminated at Fern Rock, after which some were operated over the inbound track until power was restored on the other track about 9 PM.....AEM-7 #2301 lost its pantograph with train 9530 February 25 near Berwyn station, causing delays to other inbound trains.....SEPTA finally got its brush-clearing project underway on the Warminster Line February 21, with shuttle buses running between Warminster and Willow Grove Monday through Thursday. Trains were to resume full operation March 2, although on Sundays through May 1 buses will substitute between Warminster and Jenkintown.

Regional Rail posted a 1993 on-time record (within five minutes of schedule) of 91.6 percent at final destination.....DVARP reports that SEPTA has let a contract to cosmetically restore the ex-Pennsy Manayunk viaduct. Since R6 service over the bridge ended in 1986, the 1917-vintage structure has been shedding chunks of concrete, which often fell into the streets until steel screening was installed.....An Abington man was seriously injured when he jumped off train 4242 at Willow Grove February 18. He apparently awoke just as the train started pulling out of the station.....SEPTA is planning to equip some of its Airport cars with a newly-designed passenger seat said to contain advanced safety features. A Chicago-based manufacturer will supply the seats (Chicago Chapter Pioneer).

Channel 12 Public Television will premiere its new production "More Things That Aren't There Anymore" March 9 at 8 PM. Containing views of long-gone Philadelphia and area landmarks, such as the Pennsy's Broad Street Station, the program is a sequel to Channel 12's well-received "Things That Aren't There Anymore," which

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first aired last March, Reruns will air the following week.....In contrast to Regional Rail's declining ridership, Chicago's METRA commuter system has experienced an average annual increase of 1.5 percent since 1984, and MBTA in Boston reports a 32-percent ridership boost since 1988 (Boston Chapter Steel Wheels).....Residents in Yeadon and Upper Darby are enjoying the rebuilt Church Lane bridge across SEPTA's Media-Elwyn line, opened in December just south of Fernwood station. The bridge had been closed for a year.



Mancini as saying, "We believe ridership at this point is very fragile," and that either step would result in a net loss of revenue.

President Clinton's proposal to cut mass transit operating subsidies by \$200 million in Fiscal Year 1995 (see February Cinders) would reduce SEPTA's funding by 25 percent or \$7 million. But capital subsidies would be increased by \$20 million, SEPTA's Rick Wooten told the Daily News.....That newspaper also reported February 22 that the SEPTA board in a private meeting has decided to extend General Manager Louis Gambaccini's contract for another three years, pending salary negotiations. Under his current contract which expires this year, Gambaccini earns about \$190,000 annually.....SEPTA's budget problems are unlikely to lead to fare increases or service cuts. The Daily News quotes SEPTA Budget Director Lisa

SEPTA last month sold four PCC's to Pennsylvania buyers, in the first phase of an auction to dispose of most remaining cars. Buckingham Valley Trolley Museum purchased #2701, #2743 will go to the Rockhill Trolley Museum and Wendell Dillinger of MIDDLETOWN & HUMMELSTOWN RAILROAD bought #2095 and 2725.....The Chestnut Hill Trolley suspended service on several weekends during January and February due to icy conditions on Germantown Avenue.....By mid-February the wire above the eastbound Route 56 track had been reinstalled under the Frankford el at Erie Avenue, but the westbound wire was still missing.....Route 13 trolleys were turning back at 49th Street on February 8 due to a water main break at 56th & Chester Avenue.

SEPTA has redesigned the covers of its timetables for subway-surface Routes 10, 11, 13, 34 and 36. The February 13 issues are headed "Green Line Trolley" instead of "Subway-Surface Lines" and a drawing of the front end of a Kawasaki car replaces the infamous "sliding trolley" graphic. The new schedules also list 13th Street Station-Convention Center in lieu of Juniper Street Station, and owl service in the trolley subway continues on all routes except 34.....SEPTA has replaced the windows in the light shaft at the 15th Street subway-surface station. The panels, installed when the station was rebuilt in 1976, had been missing for some time, said Daily News Columnist "Phantom Rider".....The map titled "2010 Vision of the Future of Light Rail," posted in the 15th Street station during last fall's Trolleyfest, remains in place. As pointed out by Gerry Williams in his Railpace column, the map traces several possible trolley routes radiating from center city, including the use of some present rail lines.

N5 car #152 arrived on the Norristown High Speed Line February 2, the 11th of 26 cars in the controversial ABB contract. Meanwhile, the last three of five borrowed Budd cars, #602, 605 and 619, were returned home, and currently rest on shop trucks at 69th Street. The N5's still have not worked out all the bugs, with a maximum of only four cars in service at any one time. Despite some rush-hour crowding, they are not yet being run MU, though cars #144-146 did make an experimental revenue trip on January 7.....SEPTA has pushed back the startup of its new NHSL cab signal system until spring at the earliest. All hardware, including pedestal signals at the interlockings, has been installed.....On February 21 the Inquirer carried a feature on the Chestnut Hill Trolley and its impact on the community, entitled "Nostalgia nudges trolleys back on track".....Philadelphia Trolley Coalition reports that the Atwater Kent Museum, 15 South 7th Street, has unveiled an exhibit on local streetcars.

SEPTA staff has held preliminary engineering meetings with ABB Traction at its Elmira Heights (NY) plant to discuss the order for 222 new Market-Frankford cars.....SEPTA was running its Market-Frankford trains over a single track between 30th and 52nd Street stations on three weekends starting February 19-20, to permit track rebuilding.....SEPTA will again run shuttle buses between 30th Street Station and the Civic Center for the giant Philadelphia Flower Show March 6-13.....For a fourth year SEPTA will continue to participate in the Delaware Valley TransitChek program, through which employers can provide their workers with tax-free vouchers good toward the purchase of transit tickets and passes. NJ TRANSIT, PATCO, AMTRAK and DART also take part in this program designed to encourage the use of mass transit.....SEPTA is building a new \$7-million Girard Avenue station on the Frankford el, part of the huge "FERP" reconstruction.

AMTRAK will receive a nine-percent increase in its Federal subsidy for Fiscal Year 1995 starting October 1, if President Clinton's proposed budget is approved by Congress. Amtrak's operating subsidy would rise from \$351.7 million to \$380 million (though Amtrak requested \$430 million) while capital grants would go from \$195 million this year to \$252 million, mandatory payments for retirement and unemployment insurance from \$137 million to \$156 million and Northeast Corridor funding would drop from \$225 million to \$199 million. The proposal also includes \$90 million to assist in developing a new Penn Station in New York's General Post Office building. High-speed rail projects, not to include research, would increase from \$3.5 million to \$32.5 million (NARP).



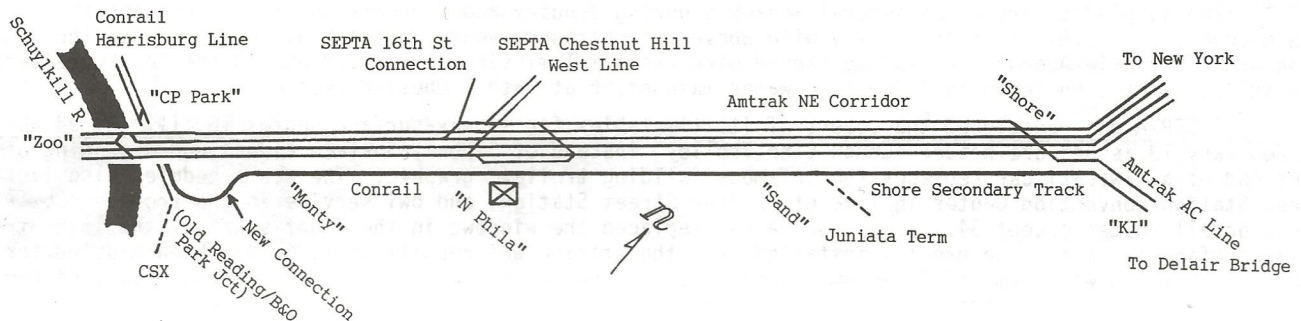
A familiar face from Philadelphia has surfaced in AMTRAK's top management. Elizabeth Reveal, City budget director in the Goode administration, was named last month as the railroad's vice president-finance.....In early February the concourse of Washington Union Station was rededicated as the Claytor Concourse, in honor of recently-retired AMTRAK President W. Graham Claytor, Jr. (NARP).....DOT Secretary Federico Pena has appointed Washington Attorney Sylvia de Leon to a one-year term on the AMTRAK board, succeeding Republican Party Chairman Haley Barbour (Amtrak Newsbreak).....On February 3 AMTRAK operated the 56th annual New Jersey Chamber of Commerce special from Newark to Washington. E60's #621 and 603 hauled an 18-car train

PHILADELPHIA EXPRESS (Continued from Page 5)

carrying State politicians and businessmen (Jersey Central Chapter News).....AMTRAK last month issued a revised Northeast public timetable dated February 14. The only changes noted were in the Harrisburg Keystone Service and in schedules for the Adirondack. Spring-summer timetables will take effect on May 1.

AMTRAK has acquired two ex-U.S. Army General Electric 80-ton diesels, at least one from the Wright Patterson Air Force Base in Ohio. Numbered 11 and 12, they are ex-USA #1600 and 1602 (Extra 2200 South).....A State of Connecticut-owned SPV-2000 was spotted at Race Street terminal in Philadelphia last month, evidently enroute to Wilmington or Bear (DE) shop for rebuilding to a straight coach.....AMTRAK and CONRAIL are considering changes at "Zoo" interlocking to remove connecting switches between the two railroads.....Harrisburg Chapter reports that AMTRAK train 43 the Pennsylvanian is carrying a material handling car (MHC), since Amtrak holds a U.S. Mail contract from New York to Pittsburgh.....Trains 40-41 Broadway Limited and the 180-series New York-Washington trains have been designated by AMTRAK as requiring private car owners only two days advance notice for handling "PV's."

CONRAIL in late January completed work on the new Engleside connection in North Philadelphia, designating it the Shore secondary track as part of a seven-mile route alongside AMTRAK's Northeast Corridor. The first freight trains operated over the track on February 23, under control of the Conrail Philadelphia dispatcher. Meanwhile AMTRAK crews removed the crossover switches at "North Philadelphia" interlocking which isolated the Conrail track (diagram). Most of the new Shore secondary was formerly Amtrak's "0"



track or Zoo siding, and its transfer to Conrail allows the complete separation of Camden freight trains such as CAPI and PICA from Amtrak and SEPTA traffic. It ends the time-consuming practice of running locomotives around their trains on the West Philadelphia High Line or at "CP Penrose" in South Philadelphia. We first reported on this project in the March 1992 Cinders, and construction began last August. Until signaling is installed, the maximum permissible speed is 25 mph.

CONRAIL last month began clearance work in the 940-foot-long Flat Rock tunnel on the ex-Reading Harrisburg Line west of Manayunk. The state-funded project will raise the overhead clearance in the 1839-vintage single-track tunnel to 20 feet, eight inches to allow passage of high-cube double-stack trains to and from the Port of Philadelphia. Clearance work will begin at "Zoo" this spring to allow the double stacks onto the High Line.....CONRAIL finally extended its RoadRailer service from Harrisburg to Elizabeth, NJ on February 13. The trains are routed via Allentown and run under contract with Triple Crown Services, the subsidiary jointly owned with NORFOLK SOUTHERN that operates the hybrid rail-highway equipment.

Electro-Motive announced on February 9 that CONRAIL had ordered 21 units of a new model, the SD80MAC, in lieu of 26 previously-ordered GP60M's. The 5,000-hp SD80MAC's will feature AC traction motors, radial trucks, microprocessor controls and the isolated "WhisperCab." They are slated for mid-1995 delivery.CONRAIL has also increased its current order for GE C40-8W units to 50, with delivery beginning in the second quarter of 1994. Half will be delivered this year and half in 1995.....Three of the five converted ex-CSX GP38's shown in the CONRAIL roster published in December Cinders have been dropped, with work never having been completed on them. An internal Conrail memo advised that 7601, 7602 and 7603 had "never been placed in Conrail ownership," although they were renumbered into the Conrail series. Their future is in doubt.

CONRAIL and AMTRAK last month jointly asked the Interstate Commerce Commission to resolve a long-standing dispute concerning Conrail's wish to recover "incremental track maintenance costs and related costs it bears as the result of Amtrak's use of Conrail lines." Conrail said that while most other railroads recover at least a part of these costs from Amtrak, Conrail gets nothing. (Amtrak does pay a share of direct operating costs, such as for some dispatching and use of locomotives in emergencies). Conrail said that Amtrak assesses a charge for freight train use of Northeast Corridor tracks that not only meets its direct costs but also a contribution to fixed costs. This charge is currently understood to be about 81 cents per car mile. Conrail as a rule handles more than 40 Amtrak trains daily--more than any other freight railroad.

During the past two severe weather months, CONRAIL service has suffered, with many trains delayed and even premium piggyback trains often running hours behind schedule. In addition to the usual problems of drifting snow and frozen switches--particularly severe on the Chicago Line "Water Level Route" through New York State--motive power failures have reached levels not seen since the early years of Conrail when many worn-out units were still in service. On certain days the locomotive out-of-service ratio has exceeded a startling 20 percent, and more recently has hovered around ten percent. Upper management is reportedly concerned that the main Juniata shop has not been able to spend enough time on heavy maintenance work, partly because its "insourcing" program of rebuilding units for outside customers has occupied too much shop time. Corrective action is expected.

(Continued on Page 9)



In a winter season which has caused much grief for Amtrak, the improving weather of spring can come none too soon. Beset by frozen cars and incapacitated locomotives, compounded by problems suffered by the operating railroads, this has been a winter for the books--at least the worst since 1977 and perhaps Amtrak's worst ever.

Still, Amtrak's new CEO, Thomas Downs, has continued to impress those he's met and the future looks better than the recent final years under his predecessor. And, bright spots are appearing. Although the delivery of new Superliner II cars remains at a rate below expectations, the reduction of service last fall on several routes has produced one positive result--the assignment of Superliners to the City of New Orleans on March 3, well ahead of schedule. With this equipment comes an upgrade in services on this train. Where tray meals had been the best available, full dining service and lounge facilities featuring nightly film screenings will result. Plans are to start with a former El Capitan lounge-diner, to be replaced by diners and Sightseer lounges as the new cars become available.

A third Santa Barbara-San Diego train has been introduced, and Amtrak can still get by with six sets of equipment. (On weekends, one set rotates into and out of Los Angeles coach yard, so seven sets are needed.) An extra train leaves Los Angeles for Santa Barbara at 2:00 PM. Returning, a new train leaves Santa Barbara at 1:45 PM and the last train runs two hours later, continuing on as the last train from Los Angeles to San Diego.

Some early indications of changes at the May 1 schedule revamp will find the Executive Sleeper from Washington to New York dropped due to light patronage. Plans are also afoot to put on an overnight train between New York and Toronto on some kind of weekend-only frequency. The westbound train, #65, would leave New York at 10:30 PM and arrive Niagara Falls about 7:15 AM. Returning, the train would leave Niagara Falls at 11:10 PM, arriving New York 7:55 AM. It's presently unclear whether through service to Toronto would operate, or whether a train change at Niagara Falls to VIA would be necessary. More later.

VIA Rail Canada, meanwhile, has transferred two Budd RDC's to Vancouver Island, retiring one of the long-term veterans of that service. RDC-1's 6133, 6135 and 6148 protect VIA's only daily RDC service.

For the historical record, conversion of Canadian equipment to head-end power was as follows:

Number	Type	1990	1991	1992	1993
28	Coaches	9	8	7	4
29	Chateau-series sleepers	4	0	7	18
41	Manor-series sleepers	7	16	8	10
15	Dining cars	2	3	5	5
16	Skyline domes	2	5	6	3
14	Baggage	2	6	3	3
14	Park-series dome-sleeper-observation	2	6	3	3
157		28	44	39	46

The first car released was coach 8117 on February 28, 1990 and the last was sleeper MacDonald Manor on December 10, 1993.

The former American coaches being rebuilt for service in Southwestern Ontario are still about a year away. They will be delivered in five-car groups of four coaches and one VIA One car. The last reserve cars will be two VIA One and one coach, for a total of seven VIA One and 26 coaches.

In commuter rail news, March will see Metrolink service extended to Oceanside on the San Diego line. In the beginning, trains will make the stops shown in Amtrak's schedules (excluding Commerce by adding Orange). Additional stops will be added at San Clemente (10/94), Tustin and Norwalk (12/94), Buena Park (2/95) and Mission Viejo/Laguna Niguel (7/95). Initially, three weekday roundtrips will be operated, but within a year as many as nine trains will be scheduled.

Metrolink added a third Lancaster train to the emergency service initiated as a result of the earthquake, which caused considerable damage to trunk freeways.

The new "California cars" include cars for Amtrak long-distance service (apparently, these total 45, including 21 coaches, 14 food-service cars and ten cabs). The commuter fleet appears to consist of 35 coaches and 12 cabs, or 47 in all. An option for 27 more long-distance cars may be exercised.

While the cold winter is still upon us, we will look into the history books once more. One of the earliest passenger train consists I recorded was a Garden State Race Track special train on November 2, 1957, only ten days before the last steam passenger train on the Pennsy. It consisted of K4s 5370 and 12 air-conditioned P70's in the 3400-3773 series.

A fairly normal Baltimore & Ohio Royal Blue consist in its last year was E8A 1438, E6B 2415, combine 1301, coaches 5442, 3563, 3554, 3513, diner 1035, parlor 2111 and observation 3301.

(Continued on Page 8)

ON THE SCENE (Continued from Page 7)

Anyone who wants to get warm thinks of a train trip to Florida. A hallmark of the Florida service over the years has been the extra trains operated around Christmas and after Easter to accommodate extra travel headed to and from the Sunshine State. Both Seaboard and Atlantic Coast Line operated these trains, mostly out of New York, but sometimes originating at Washington. If Washington Union Station was congested with holiday travel, the through trains sometimes operated via the Pennsy's electrified freight line from Landover, MD, with the power change taking place somewhere south of Virginia Avenue tower in Washington.

The two railroads had enough stainless steel cars to operate their principal streamlined trains, but had to call upon backup cars for specials and extra sections. ACL, in particular, had rebuilt a number of coaches and lounge cars which might normally operate on the likes of the Havana (Gulf Coast) Special, but which would be borrowed for these specials. ACL had six baggage-dorms rebuilt from Army hospital cars, too. By 1961, use of heavyweight dining cars, however, was limited.

Pullman excelled at providing extra cars for such moves and the signature cars were the "6 + 3" cars, incorporating six compartments and three drawing rooms. On standard Pullmans, a compartment included a pair of facing section seats by the window, with the balance of the room including an open lavatory and baggage space. A drawing room included the same pair of section seats but added a sofa along the opposite wall, with your back to the corridor. It made up into a third (lower) bed. You entered the room adjacent to the adjoining lavatory annex. Most 6-3's were named either in the "Glen" sries or for famous artists, poets and such like "Donizetti". A few cars, including the Pennsy's, were named in the "Square" series.

Seaboard Air Line used standard diners longer than Coast Line and their standard coaches were not as extensively modernized as ACL's. The most interesting cars in their fleet were the 180-series baggage-dorms, which were postwar rebuilds of Pullman baggage-club cars.

Richmond, Fredericksburg & Potomac provided coaches for both trains, including its rebuilt 700-series cars. In later years, Pennsy streamlined sleepers took over many assignments on these trains and records indicate that cars were sometimes stored except for Christmas and summer peak seasons.

The last extras I can recall operated during the 1969 Christmas season.

Elsewhere, the Pennsylvania Railroad's prewar fleet of sleepers included 31 all-roomette cars named for on-line cities (in our area, there were cars named Trenton, Philadelphia, Reading, Wilmington, Harrisburg, Lancaster and York). All were out of service by 1960 and 20 were sold for continued service in Mexico.

The business travel market still looked promising in the postwar era, so PRR ordered 57 new roomette cars (seven from ACF and 50 from Budd). This time, smaller towns were honored and the Inn-series was chosen (Norristown, Coatesville and Chester Inn were examples).

By 1960, the jets were blitzing the business market and even the Inns were in storage much of the time. After considering selling the cars or assigning them to parlor service, the eventual decision was made to return the cars to Budd in 1963 for rebuilding into coaches. Many of these cars survive today on Maryland's MARC, rebuilt with HEP.

The last two cars to see service were from the ACF group, which ran on Coast Line's budget-room coach service in 1966 along with all-roomette Island-series cars. (Incidentally, another PRR ACF car, Xenia Inn, was the only streamlined Pullman with a name beginning with that letter.) Two other Pennsy all-roomette cars, built for Coast Line pool service, survived the longest, being renumbered to 7994-7995 and assigned as dining car-dormitories.

ADDENDA TO MOTIVE POWER ROSTERS OF SHORTLINE/REGIONAL RAILROADS

The following changes should be made to the listing of shortline motive power rosters, as published in the February issue of Cinders:

Delete	56	BLACK RIVER & WESTERN RAILROAD (BRW), Ringoes, NJ	T6	(SoTd)	
	44	CARBON & SCHUYLKILL RAILROAD (CSKR)/RAIL TOURS, INC., Jim Thorpe, PA	F3A	-	Should refer to Note 2
	972		D10j	-	Should refer to Note 3
		Note 2: Owned by Tri-State Chapter, NRHS			
		Note 3: At Strasburg, PA for repairs			
Add	1102	NEW HOPE & IVYLAND RAIL ROAD (NHRR), New Hope, PA	A1A-A1A	RSC2	D/E Alco 1949
		Note: Owned by private individual			Former Seaboard Coast Line 1102 (Note)
Add	4202	NEW JERSEY TRANSIT RAIL OPERATIONS (NJT), Kearny, NJ	B-B	GP40PH-2**	D/E EMD 1965
		Note 5: Rebuilt by Conrail 1993 from GP40			Former Conrail 3006 (Note 5)
		** - Equipped with head-end power			

MEMBERSHIP ROSTER CHANGES

Two changes need to be made to the 1994 Membership List which was issued on January 1. They are:

BODE, Wayne W. - Change Zip + 4 from 4478 to 1702

LANCASTER, Frank G. - Change telephone number to 215-342-7245



MARCH 19, 1994: 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 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 20: "Whistle Stop" tour and open house at newly-restored Reading Terminal trainshed, sponsored by Elf Atochem as part of Philadelphia's Welcome America! celebration. Free admission 12 Noon to 5 PM through main Convention Center entrance, 12th & Arch Streets.

MARCH 20: Gallery at Market East presents displays related to Reading Terminal, 12 Noon to 5 PM.

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 9: 50th anniversary banquet of West Jersey Chapter NRHS at Landmark Inn, Route 73 and 38, Maple Shade, NJ. Cash bar 6 PM, dinner 7 PM (choice of entree stuffed boneless breast of chicken or roast sirloin of beef). Guest speaker will be Philadelphia Chapter Charter Member Robert G. Lewis, publishing director of Railway Age, whose program is entitled "Railfanning in the Delaware Valley 50 years ago." Tickets \$20 per person. Order tickets from: Tony Dawson, 117 Meadow Lane, Marlton, NJ 08053 (telephone 609-429-1897).

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. Admission: \$12 adults, \$8 children. For information, contact: EastRAIL '94, Jersey Central NRHS, P. O. Box 700, Clark, NJ 07066-0700 (telephone hotline 201-488-5429).

APRIL 17: EastRAIL Railroad Extravaganza, 9:30 AM to 3 PM at Parsippany P.A.L. Hall, 33 Baldwin Road, south of Route 46, Parsippany, NJ. Admission: \$2 for EastRAIL ticket holders, \$4 for adults, \$3 for children and seniors, \$6 for families. For table information, contact: Tri-State Chapter NRHS, P. O. Box 1217, Morris-town, NJ 07962-1217.

MAY 21: "First State Flyer" rare-mileage excursion on Delaware Coast Line Railroad from Lewes to Georgetown, DE and return, sponsored by Baltimore Chapter NRHS. Queen Anne's Railroad 0-6-0T steam locomotive and cars will be used. Train leaves Lewes station 10 AM. Fare: \$17.50 per person (box lunch \$5). Order tickets from: Baltimore Chapter NRHS, c/o Chris Hash, 212 South Aurora Street, Easton, MD 21601-3413, making checks payable to "Baltimore Chapter NRHS" and enclosing stamped, self-addressed envelope.

PHILADELPHIA EXPRESS (Continued from Page 6)

NJ TRANSIT is pushing ahead with its plan to construct a train storage and maintenance facility at CONRAIL's Morrisville yard, across the Delaware River from Trenton station. NJT contends that this would be more cost-effective than a previously-proposed yard east of Trenton, but Falls Township supervisors who must approve the Morrisville plan have expressed concerns about added pollution and loss of tax revenues on the property. A passenger station at this site has been ruled out by NJT (Bill Wagner).....NJT train personnel are now using new seat checks, color-coded by line. Northeast Corridor passengers receive bright red checks (Jersey Central News).....E60 #958 is NJT's last active E60 electric, assigned to duty at Sunnyside yard in Queens, NY (News).

A family of four was killed when their auto was broadsided by CSX intermodal train R136 at the Naamans Creek road crossing in Upper Chichester Township, Delaware County, on the morning of February 19. The lead unit was CW40-8 #7876. The crossing was protected by flashers but did not have automatic gates.....The Reading Station Mall in Reading and the Reading Company Technical & Historical Society are discussing a possible shop and museum site for RCT&HS's large equipment collection, to be located on mall property. Currently, the locomotives and cars are stored at Leesport and elsewhere on the BLUE MOUNTAIN & READING.....NEW HOPE & IVYLAND is considering the lease of SUSQUEHANNA's Chinese-built Mikado #142 for operation this summer out of New Hope.

PATCO celebrated the 25th anniversary of its operation into Philadelphia with a special train on February 15. An assortment of dignitaries and other guests were on board, entertained by Mummers music and enjoying a selection of food at Woodcrest station.....Member Dick Reuss was profiled in an illustrated article in the December issue of Main Line Magazine.....The Fort Wayne Railroad Historical Society is negotiating with CSX and MARC to run its #765 steam excursions this year under the auspices of MARC. Without such an arrangement, the 765 might not venture onto CSX because of that line's recent boost in insurance requirements to \$200 million.....MARC issued new timetables effective January 31, and now offers midday service on its Camden and Brunswick routes. Several trains have received names and cafe-parlor service will be offered on selected runs.....Potomac Chapter NRHS and other groups are raising money to repaint one of MARC's ex-METRA E9's into Baltimore & Ohio colors.

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS

(Part II)

(Corrected to January 1, 1994)

ROAD NUMBER	TYPE	MODEL /CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
NEW YORK CROSS HARBOR RAILROAD TERMINAL (NYCH), New York, NY (Note)						
11	B-B	S4	D/E	Alco	1951	Massena Terminal 11
21-22	B-B	S1	D/E	Alco	1947	Brooklyn Eastern District Terminal 21, 22
25	B-B	S1	D/E	Alco	1946	BEDT 25
58	B-B	NW2	D/E	EMD	1946	New York Dock 58
59	B-B	NW2	D/E	EMD	1947	NYD 59
Note: Locomotive also based at Jersey City (Greenville), NJ						
NEW YORK, SUSQUEHANNA & WESTERN RAILWAY (NYSW), Little Ferry, NJ (Notes 1, 2)						
M-1	Railcar	RDC-1	D/M	Budd	1950	NJ DOT 558 (Note 4)
M-5	Railcar	RDC-1	D/M	Budd	1952	Metro-North Commuter 18
M-6	Railcar	RDC-1	D/M	Budd	1953	MNCR 11
M-7	Railcar	RDC-1	D/M	Budd	1953	MNCR 43
M-8	Railcar	RDC-1	D/M	Budd	1953	MNCR 65
16	B-B	70-ton	D/E	GE	1951	Rahway Valley 16
17	B-B	70-ton	D/E	GE	1954	RV 17
116	B-B	NW2	D/E	EMD	1948	Conrail 9264 (Note 3)
120	B-B	SW9	D/E	EMD	1953	Chesapeake & Ohio 5091
142	2-8-2	SY	Steam	Tang Shan	1989	Valley 1647
1800	B-B	GP18	D/E	EMD	1962	
1802	B-B	GP18	D/E	EMD	1962	
1804	B-B	GP18	D/E	EMD	1962	
2012	B-B	GP38	D/E	EMD	1966	Baltimore & Ohio 3800
3000	B-B	C430	D/E	Alco	1067	Conrail 2050
3002	B-B	C430	D/E	Alco	1967	Conrail 2052
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
3618	C-C	SD45	D/E	EMD	1971	BN 6500
3634	C-C	SD45	D/E	EMD	1971	BN 6542
3636	C-C	F45	D/E	EMD	1971	BN 6640
4002	B-B	B40-8	D/E	GE	1988	
4004	B-B	B40-8	D/E	GE	1988	
4006	B-B	B40-8	D/E	GE	1988	
4008	B-B	B40-8	D/E	GE	1988	
6515	C-C	SD45	D/E	EMD	1971	BN 6515
Note 1: Operated by Delaware Otsego System. Includes Central New York Railroad (CNYK) and Cooperstown & Charlotte Valley Railway (CACV)						
Note 2: Locomotives also based at Binghamton and Utica, NY, Newfoundland, NJ						
Note 3: Owned by private individual						
Note 4: Leased by New York, Susquehanna & Western Technical & Historical Society from United Railroad Historical Society						
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)
9153	Railcar	RDC-1	D/M	Budd	1962	Mass Bay Transportation Authority 9153 (Note 1)
9167	Railcar	RDC-1	D/M	Budd	1953	PennDOT 9167 (Note 2)
Note 1: Owned by Bellefonte Historical Railroad						
Note 2: Operated by Bellefonte Historical Railroad, on loan from Pennsylvania Historical & Museum Commission						
NORTH SHORE RAILROAD (NSHR), Northumberland, PA						
364	B-B	SW8M	D/E	EMD	1950	Conrail 8668
365	B-B	SW8M	D/E	EMD	1950	Conrail 8669
446	B-B	SW9	D/E	EMD	1953	Conrail 8983
OCTORARO RAILWAY (OCTR), Kennett Square, PA (Note 1)						
9	B-B	65-ton	D/E	GE	1941	Black River & Western 7079 (Note 2)
55	B-B	SW1	D/E	EMD	1950	Conrail 8556
103	B-B	RS3	D/E	Alco	1952	Delaware & Hudson 4103
134	B-B	RS3	D/E	Alco	1951	Amtrak 134
341	B-B	GP7R	D/E	EMD	1951	Santa Fe 2202
346	B-B	GP7R	D/E	EMD	1953	Santa Fe 2150
401-402	B-B	U30B	D/E	GE	1967	Tyburn 401, 402

(Continued on Page 11)

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

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>OCTORARO RAILWAY (Continued)</u>						
4118	B-B	RS3	D/E	Alco	1952	D&H 4118
	Note 1: Locomotives also based at Chadds Ford and Lenape, PA					
	Note 2: Owned by private individual					
<u>PATAPSCO & BACK RIVERS RAILROAD (PBR), Sparrows Point, MD</u>						
S-2	B-B	Slug	D/E	Alco	1948	Richmond, Fredericksburg & Potomac S-2
5-6	B-B	SW1500	D/E	EMD	1967	RF&P 5, 6
12-19	B-B	Slug		BLW		P&BR 307, 339, 306, 302, 336, 343, 340, 359
112	B-B	SW7	D/E	EMD	1950	Cambria & Indiana 45
113	B-B	SW9	D/E	EMD	1952	
115	B-B	SW9	D/E	EMD	1952	
116	B-B	SW7	D/E	EMD	1950	Conemaugh & Black Lick 115
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
128	B-B	SW1200	D/E	EMD	1956	
130	B-B	SW1200	D/E	EMD	1957	
132-133	B-B	SW1200	D/E	EMD	1957	
135	B-B	SW9	D/E	EMD	1951	S&H 40
140	B-B	VO1000	D/E	BLW	1942	U.S. Army 7461 (PBR 358)(Note)
141	B-B	VO1000	D/E	BLW	1943	U.S. Army 7464 (PBR 356)(Note)
144	B-B	DS44-1000	D/E	BLW	1947	Reading 28 (Note)
147	B-B	VO1000	D/E	BLW	1943	Pittsburgh & West Virginia 30 (PBR 355)(Note)
201-202	B-B	SW1200	D/E	E<D	1956	Norfolk & Portsmouth Belt 107, 109
205	B-B	SW9	D/E	EMD	1951	
206	B-B	SW9	D/E	EMD	1952	
218	B-B	SW1500	D/E	EMD	1969	
	Note: Rebuilt by EMD					
<u>PHILADELPHIA, BETHLEHEM & NEW ENGLAND RAILROAD (PBNE), Bethlehem, PA</u>						
10-11	B-B	Slug		BLW		Conemaugh & Black Lick 12, 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	
27	B-B	NW2	D/E	EMD	1947	Cornwall 101
28	B-B	NW2	D/E	EMD	1949	Bangor & Aroostook 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	
42-43	B-B	SW1200	D/E	EMD	1957	
50	B-B	SW900M	D/E	EMD	1936	P&BR 110
51-52	B-B	SW900M	D/E	EMD	1937	
90	B-B	SW1200	D/E	EMD	1957	
203	B-B	SW1200	D/E	EMD		P&BR 203
204	B-B	SW9	D/E	EMD		P&BR 204
<u>PINE CREEK RAILROAD, * Farmingdale, NJ (3-foot-gauge)</u>						
1	0-4-0	JLA	D/M	Plymouth	1942	Haws Refractories
3	4-4-0T		Steam	Stephenson	1887	Cavan & Leitrim 3 (Ireland)
5	0-4-0	DL	D/M	Plymouth	1930	Wright Sand
6	2-truck-Shay		Steam	Lima	1927	Ely Thomas Lumber 6
26	2-6-2		Steam	BLW	1920	Surry, Sussex & Southampton 26
40	0-4-0	25-ton	D/E	Whitcomb	1940	Midvale-Heppenstall 40
45	B-B	50-ton	D/E	GE	1951	U.S. Steel
701	0-4-0	10-ton	D/M	Davenport	1950	Alcoa 701
7751	0-4-0	25-ton	D/E	GE	1942	U. S. Army 7751
<u>PORT JERSEY RAILROAD (PJR), Jersey City, NJ</u>						
1197	B-B	SW1200M	D/E	EMD	1963	Missouri Pacific 1197
<u>READING, BLUE MOUNTAIN & NORTHERN RAILROAD (RBMN), Port Clinton, PA (Notes 1, 2)</u>						
1501-1502	B-B	CF7	D/E	EMD	1951	Santa Fe 2424 (F7A 335L), 2446 (F7A 261C) (ex-Blue Mountain & Reading 600, 601)
2397-2399	B-B	U23B	D/E	GE	1977	Conrail 2789, 2793, 2791
3300-3304	B-B	U33B	D/E	GE	1968	Panther Valley/Carbon & Schuylkill 2895, 2896, Lackawanna Valley 902, 903, PVAL/C&S 2930
	Note 1: Includes East Mahanoy & Hazleton Railroad (EMHR)					
	Note 2: Locomotives also based at Tamaqua and West Cressona, PA					

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

ATLANTA '94 CONVENTION TO FEATURE TRIPS, SEMINARS

A final listing of events for the 1994 NRHS national convention in Atlanta, GA has been announced by the sponsoring Atlanta Chapter. The convention, scheduled for Tuesday, June 21 through Sunday, June 26, will be headquartered at the Westin-Peachtree Plaza Hotel, Atlanta.

The convention brochure and order form will be mailed first class to all pre-registrants by March 15, with a bulk mailing to other members on March 21.

Here is a list of the major events:

- June 21 - Registration opens
Inbound convention special from St. Louis arrives behind Frisco #1522 and Norfolk & Western #611
- June 22 - Excursion on Georgia Northeastern Railroad Marietta-Tate, GA (diesel)
New Georgia Railroad dinner train
- June 23 - Excursion via Norfolk Southern Atlanta-Macon, GA (steam)
Great Locomotive Chase tour
Family tours and events

- June 24 - Railroad seminars
MARTA transit tour
Great Locomotive Chase tour
Railroadiana show & sale opens
Tour of NS training center
Board of directors and annual meetings
Reception and annual banquet

- June 25 - Excursion via NS Atlanta-Athens, GA (steam and vintage diesels)
Railroadiana show & sale
Visit to World Airline Historical Society convention
Family tours and events
Night photo session at Southeastern Railway Museum

- June 26 - Excursion via NS Atlanta-Rome, GA and Chattanooga, TN (triple-headed steam and additional diesels)
Railroadiana show & sale
Convention closes

For further information, members may call the convention hotline at 404-461-7761.

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