



CINDERS

APRIL

1995



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Volume 56

Newsletter of the

Number 4

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

PHILADELPHIA CHAPTER, NRHS, Inc.

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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December) at Eakins Lounge, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner at 6:15 PM (\$19.50 per person), Meeting 7:30 PM.

ANNUAL MEMBERSHIP DUES: \$28.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only status.

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

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

OUR MEETING:

FRIDAY EVENING, APRIL 21, 1995

Eakins Lounge, Alumni Hall, Thomas Jefferson University, 1020 Locust Street, Philadelphia, PA (three blocks south of Market East Station)

Dinner at 6:15 PM (\$19.50 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 April 21, 1995 meeting will feature "Reading Company from 1965 to Conrail", as seen through the camera lens of Dennis Tiley, well-known eastern Pennsylvania rail photographer. April 1 marks 19 years since the conveyance of the Reading and other eastern roads into Conrail, and you'll enjoy a look back as we relive the fading days of the Reading.

Our usual sit-down dinner will be held in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$19.50 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, APRIL 18, 1995 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.

Come out and enjoy a look back at "Bee Line Service" and other memorable views of the Reading as we enjoy Dennis Tiley's slides on Friday, April 21.

NOTICE OF ANNUAL MEETING AND ELECTION

Notice is given of election of Chapter officers to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Friday, April 21, 1995, beginning at 7:30 PM. The Chairman of the 1995-96 Nominating Committee is:

Mr. C. Bruce Irvin
146 Glencoe Road
Upper Darby, PA 19082-3306

610-352-7063

Any member in good standing who is interested in running for election to office for the position of President, Senior Vice President, Vice President and Treasurer, Secretary or National Director should contact the Chairman of the Nominating Committee prior to the April 21 meeting.

MARIE K. EASTWOOD
Secretary

CHAPTER NEEDS "VOLUNTEER COMMITTEE" FOR UPCOMING TRAIN SHOWS

With two train shows last month now history, Philadelphia Chapter will be invited to participate in at least ten more such events during the balance of 1995. This will put an unprecedented burden on Sales Committee Chairman Harry Garforth, who sometimes feels fortunate to have two or three volunteers to help him staff the Chapter's table at a two-day show such as Greenberg's.

If the Chapter expects to continue its program of sales and membership recruitment at this proliferation of shows, more help will be needed. Members are reminded that agreeing to help staff a table (which the Chapter receives free) means that they will receive a pass to those shows that charge admission, as well as sufficient time to circulate around to the many vendor tables and displays.

With several hundred members living in the Greater Philadelphia-South Jersey area, the Chapter certainly should be able to attract a group of volunteers large enough so that no one person needs work more than one day of a weekend show, or even a fraction of a day. Those interested in volunteering their time for one of the events listed below should telephone Harry Garforth at 215-671-0983 at least one to two weeks in advance:

MAY 6 (SAT)	Lansdowne Station Celebration Lansdowne, PA
MAY 20 (SAT)	Delaware Transportation Festival Wilmington, DE
MAY 20-21 (SAT-SUN)	Museum Extension Grand Opening Strasburg, PA
JUNE 17-18 (SAT-SUN)	Greenberg's Great Train Show Valley Forge Convention Center
AUGUST 19-20 (SAT-SUN)	Greenberg's Great Train Show South Jersey Expo Center Pennsauken, NJ
OCTOBER 21-22 (SAT-SUN)	Greenberg's Great Train Show Fort Washington Expo Center
OCTOBER 28-29 (SAT-SUN)*	Great Scale Model Train Show Fort Washington Expo Center
NOVEMBER 11-12 (SAT-SUN)	Greenberg's Great Train Show South Jersey Expo Center Pennsauken, NJ
NOVEMBER 18 (SAT)*	Abington Township Railroad Extravaganza Abington, PA
DECEMBER 9-10 (SAT-SUN)	Greenberg's Great Train Show Fort Washington Expo Center

* - Tentative

AMTRAK SETS APRIL 12 PUBLIC FORUM IN PHILADELPHIA

One of seven regional public forums to explore Amtrak's future has been scheduled for Philadelphia on Wednesday, April 12. An Amtrak employee advisory states that the meeting will be hosted by Governor Ridge and Mayor Rendell. At presstime, the location and time were not known, but will be announced in the media.

The public is invited to the meeting, which will include formal presentations by local speakers, and a period for comments and discussion by the public. President Thomas Downs is also expected to attend the session. Input from the forums, others of which are scheduled in Wisconsin, Mississippi, California, Oregon, Ohio and Texas, will be contained in a report distributed to Amtrak's board as well as to Federal and state policymakers.

Anyone unable to attend the meetings may send written comments by April 28 to: Amtrak's Future, 60 Massachusetts Avenue, N.E., Washington, DC 20002.

WILL OLD P&W BECOME A HIKING TRAIL?

Philadelphia & Western Railway abandoned its branch between Villanova Junction and Strafford in 1956, but much of the right-of-way and several undergrade bridges are still in place. This has caused a long-simmering dispute between residents over the question of converting the old P&W through this upscale Radnor Township neighborhood into a public hiking and biking path, which some argue would attract criminals.

The 2.5-mile route is now owned by PennDOT, which has a \$700,000 Federal grant under the Intermodal Surface Transportation Efficiency Act (ISTEA) to convert it into a trail. Many nearby residents have fought this proposal for the past three years, even though they want the abandoned bridges--with their low clearances--retained in order to prevent heavy trucks from using Conestoga Road that bisects their neighborhood.

To resolve the dilemma, the Radnor Township Board of Commissioners last month placed the question on the May 16 ballot for a binding "yes or no" vote of township residents. Whatever the outcome, the issue which has sharply divided this community promises to continue to be a hot topic for local debate.

(Information from Suburban & Wayne Times)

PHILADELPHIA



FRANK G. TATNALL, JR.

The Budget & Planning Committee of SEPTA's board took up the question of restoring service to the Newtown line at its meeting on March 16. Assistant General Manager Hal Davidow presented nine options costed by his staff, including electrification of the entire Newtown-Fox Chase route and the widely-criticized proposal for a Newtown-Fulmor diesel shuttle (see February Cinders). In a surprise move, Entrepreneur Rodney Fisk appeared at the meeting to offer a reworked version of his privatization plan that had been rejected by SEPTA last year. He also said that in discussing his plan with the Borough Council of Bryn Athyn he had received support for reactivating the line, but not if electrification were involved. Committee members indicated that a full study of the options would be needed before a recommendation is made to the full SEPTA board.

The new University City rail station in West Philadelphia is tentatively due to open to the public on April 30. A "VIP" special from Suburban Station is set for April 28.....SEPTA is studying the possibility of ordering another ten locomotive-hauled coaches similar to the 35 present Bombardier cars. SEPTA has abandoned the idea of converting the five Pioneer III's to non-powered coaches because of higher-than-expected cost estimates..... Recent actions at other commuter authorities suggest that future car purchases will likely be of the non-powered variety, because of the escalating cost of new MU's. METRO-NORTH's problems with cost and slow deliveries of its new M-6 cars haven't helped the cause of those still advocating self-propelled electric cars.

The U.S. Supreme Court ruled in late February that residents near the old Paoli carshop can sue for damages in Federal court. This ruling reverses a lower court decision that threw out claims arising from the outflow of allegedly toxic PCB chemicals from the shop and rail yard. PCB's for many years were used as transformer coolants, but have since been replaced by non-toxic silicones. Defendants could include SEPTA, AMTRAK, Penn Central, transformer manufacturers General Electric and Westinghouse, the Budd Company which built the Silverliner II cars and Monsanto, maker of the PCB chemicals. The

Environmental Protection Agency in 1990 placed the 28-acre site on its list of "Superfund" hazardous waste sites.A recent tour of the new Overbrook carshop revealed a bright, spacious and state-of-the-art facility in which repairs, preventive maintenance and 60-day inspections of the MU fleet will be performed. The 57,000-square-foot shop building contains three tracks, each with a capacity of four cars. Two tracks have inspection pits while the third is equipped with truck and body hoists which can lift a two-car train weighing 140 tons five feet above the floor. Working conditions obviously are far superior to those in old Paoli shop.

The April issue of Trains Magazine is devoted to the story of interlocking towers in the U. S., of which only about 200 remain. Featured is SEPTA's "A" tower on the Airport Line, built in 1984, thought to be the nation's newest tower in a new location. A color photo of "A" tower taken by your columnist is included, though he is not responsible for the misstatement that SEPTA's Railroad Division has six interlockings. It should read six towers.....New Regional Rail timetables were issued effective April 2.....Have you noticed the snappy new dark blue uniforms now sported by conductors on the R1 Airport trains? Very traditional and reminiscent of old Pennsy and Reading uniforms.....Attractive new seat covers have now been applied to airport cars #232 and 236, in addition to refurbished Silverliner IV's #429-430.....Note the newly-painted "Pennsylvania" on the letterboard of Silverliner II #269. This was done at SEPTA's request during the car's recent overhaul by Morrison Knudsen.....A lighted sign in the South Broad Street concourse near City Hall still reads "To PRR Station".



For weeks, SEPTA, its riders and local businesses had been watching the clock ticking toward 12:01 AM on Wednesday, March 15. That was the time set for a possible strike on the City Transit Division but, in a surprising announcement just 12 hours before the deadline, President Harry Lombardo of Transport Workers Union Local 234 postponed the strike date for 13 days, to Tuesday, March 28. Though seen as a tactical move by the union to bolster support, credit for the delay was given to local NAACP officials and a black clergy group who had lobbied both sides on behalf of low-income Philadelphians dependent on SEPTA for transportation. The NAACP promised to seek more money for SEPTA from Governor Ridge, Mayor Rendell and State legislators to help pay for a new contract with the 5,200 TWU workers. But Ridge and Rendell quickly responded that they could provide no more aid.

SEPTA had prepared an elaborate plan to cope with the strike, including issuance of an alternative service plan to the news media. As many riders as possible would be diverted to the Regional Rail lines, whose employees are not involved in the transit negotiations. Extra trains were scheduled and regular trains would make special stops at certain stations within the City. TransPasses were to be accepted for rail travel between Philadelphia stations. To better handle the expected crowds, no ticket collections would be made on inbound trains to center city, but round-trip fares would be required on outbound trains. Between 2 and 7 PM on weekdays, supervisory personnel would lift tickets at the platform entrances in Market East, Suburban and 30th Street Stations.

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PHILADELPHIA EXPRESS (Continued from Page 3)

In late March, negotiations between SEPTA and the TWU continued, with some progress reported, but wage increases remained the big sticking point. The union reportedly was demanding the same settlement recently granted transit workers in Pittsburgh: a three-percent pay raise in each of the next three years. (SEPTA employees enjoyed a 10.5-percent increase during the recent three-year contract.) SEPTA had eased the pressure by dropping its demands for the right to hire part-time workers and eliminate the contentious no-layoff clause.

If a strike did occur, Regional Rail, paratransit and the SEPTA-operated Phlash bus service in center city would continue to operate. But Union Leader Lombardo made some veiled threats to shut them down as well. "It will not be a passive strike. We will visit every SEPTA site in (the) five counties," he vowed. "To paraphrase a great fighter, we will be floating like butterflies and stinging like bees all over the five-county region." His remarks drew cheers from a meeting of the AFL-CIO Council last month. In some past strikes, the TWU had attempted to shut down Regional Rail with early-morning picket lines, forcing SEPTA to seek court orders to end the illegal picketing.

The City of Philadelphia has budgeted \$56.2 million in subsidies for SEPTA in the next fiscal year, the Inquirer reported. It is a four-percent increase over this year but only eight percent of SEPTA's operating budget. Governor Ridge has proposed a \$5-million hike in State subsidies, to about \$285 million for SEPTA operations. The Federal subsidy, if any, is not yet known.....The 25th and next-to-last N5 car, #131, arrived March 1.....Members Russ Jackson and Michael Burshtin recently traveled to Australia to monitor progress on the body shells for the 222 new Market-Frankford cars that SEPTA is purchasing from ABB.....The historic trolley loop in center city is still on track for a late-April startup.....DVARP reports that SEPTA and the City have worked out a snow-clearing plan which designates key transit streets for priority plowing. It was unneeded this year.....A SEPTA signal maintainer was electrocuted March 2 while working on a transformer near the Margaret-Orthodox station of the Frankford el.....Governor Ridge in late February indefinitely suspended the Employer Trip Reduction program, which might have increased transit riding (Times Herald)..... SEPTA continues to use two-car N5 trains during rush hours on the Norristown High Speed Line expresses.

The "New AMTRAK," as President Thomas Downs likes to call it, is still in deep trouble, though a NARP survey showed many in Congress who think Amtrak's survival is important to the nation's future. President Clinton's Fiscal Year 1996 budget calls for \$1.035 billion in outlays for Amtrak, including \$300 million for operations, \$230 for capital projects and \$235 million for Northeast Corridor improvements. But with the budget-cutting mood prevalent in Congress, these amounts are likely to be slashed. DVARP reports that a bill has been introduced in the House to establish a route closure commission, similar to the present military base closure commission, to decide which Amtrak lines should be axed. Congressman Jon Fox of Montgomery County is a co-sponsor, though he told DVARP that he wants to save Amtrak and "will do anything and everything to make sure we maintain our subsidies as well."

Locally, AMTRAK's Atlantic City service is a goner, and NJ TRANSIT's board was to decide the fate of NJT service between Philadelphia and the casino resort. NJT planners have said that Amtrak's departure will force the State agency to absorb some

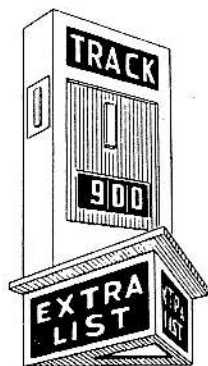
\$2.5 million in annual maintenance and management costs now borne by Amtrak, although NJT actually owns most of the line. A public meeting was to be held by NJT in Atlantic City March 21.....At presstime there was no definite word on how many of the threatened Keystone Service trains between Philadelphia and Harrisburg would remain after April 1, as negotiations between AMTRAK and PennDOT for State funding continued. El Simon tells of other Amtrak cuts in his column.

AMTRAK's current financial dilemma has been partially attributed to its longstanding failure to develop a comprehensive plan for increasing revenues. In other words, to effectively market its services. President Downs has begun to address this problem by decentralizing the marketing function into the three semi-autonomous business units--Northeast Corridor, Intercity and West Coast. One result in the Corridor unit has been a new program to increase ridership on the premium-fare Metroliners--now dubbed the "Smarter Shuttle" (see January Cinders). Fast Mail reports that AMTRAK has begun a series of hard-hitting TV ads comparing the advantages of the Metroliners to the hassles often encountered on the higher-priced USAir and Delta shuttles between New York and Washington. Another example is the recently-announced plan to market a "College Travel Card" which will give students a 15-percent discount on Amtrak fares nationwide (other than on Metroliners). This "niche marketing" concept is to be tested this spring at Philadelphia-area colleges. In a recent talk, Barbara Richardson, Amtrak's new director of communications for the Corridor, stressed that her unit will be trying to build revenues through "route-specific" marketing, with service cuts a "last resort." A recent survey, she said, revealed that passengers' #1 complaint is poor toilet conditions, while #2 is train delays.....Robert K. Wehrmann has been named vice president, marketing & sales at headquarters.

AMTRAK test ran a new Superliner car under wire February 26 out of Washington, but got only as far north as Baltimore before a clearance problem cut short the run. It's possible, though, that the Superliners may eventually be placed in service to Philadelphia.....AMTRAK reports that on-time performance of its trains on freight railroads improved by five percent in the last quarter of 1994, compared with October-December 1993 (AAR Train-It).....AMTRAK's dispute with CONRAIL over compensation for use of CR's lines is still before the Interstate Commerce Commission.....AMTRAK plans to furlough 200 maintenance of equipment employees along the Northeast Corridor including 43 in Philadelphia (KYW Newsradio).....The fountain display in AMTRAK's 30th Street Station Market flowed with green water on St. Patrick's Day, March 17.....AMTRAK #106, the last of its three re-engined ex-Alco RS3C locomotives, is for sale in running condition (Lake Shore Chapter Timetable).The Amtrak Historical Society has been revived. Annual dues are \$10 which includes the quarterly publication Observation Car. The address is: P. O. Box 804677, Chicago, IL 60680-4108.

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APRIL 9, 1995: SEPTA trolley excursion with newly-repainted PCC #2728, including all former Route 23 track in South Philadelphia, sponsored by Philadelphia Chapter NRHS. Special car leaves Elmwood depot, Island & Elmwood Avenues in Southwest Philadelphia, at 12 Noon. THIS TRIP SOLD OUT.

APRIL 22: Springtime excursion on St. Lawrence & Atlantic Railroad (former Grand Trunk) from Bethel, ME to Norton, VT and return, sponsored by Mass Bay Division RRE. Train of "Silver Bullet Ski Express" equipment will leave Bethel at 9 AM, returning about 6 PM. StL&A diesels will be used and photo runbys are scheduled. Fare: \$50 per person, with box lunch included. Order tickets from: Mass Bay RRE, P. O. Box 1393, East Arlington, MA 02174-0022, enclosing stamped, self-addressed envelope.

APRIL 28-30: 12th National Model Trolley Meet at South Jersey Expo Center, Pennsauken, NJ, sponsored by East Penn Traction Club. Show features over 15,000 square feet of model trolleys, operating layouts, dealer tables. Model contests and awards, with the theme of non-revenue cars. Hours: 11 AM-11 PM Friday, 9 AM-10 PM Saturday. On Sunday there will be free trips on Penn's Landing Trolley and trolley fantrip on SEPTA sponsored by Buckingham Valley Trolley Association (extra charge). Show registration charge: \$18 per person (spouses and children free with registered adult). Order from: George VanDeventer, 1470 Kingsley Drive, Warminster, PA 18974-3722, making checks payable to "East Penn Traction Club."

APRIL 29: "Spring Steam Special" on Wilmington & Western from Greenbank to Hockessin, DE and return, using 4-4-0 #98. Photo stops and runbys are scheduled. Fares: \$25 adults, \$20 seniors, \$10 children (2-12). For information, contact: W&W Railroad, P. O. Box 5787, Wilmington, DE 19808 (telephone 302-998-1930).

APRIL 29: "Maple Sugar Special" Amtrak excursion from Washington, DC to Meyersdale, PA and return via CSX's former Baltimore & Ohio mainline, sponsored by Washington DC Chapter NRHS. Special train departs Washington Union Station at 8 AM, arrives Meyersdale 12 Noon, leaves Meyersdale 4 PM, arriving Washington 8 PM. Attractions include springtime mountain scenery and 48th annual Pennsylvania Maple Festival at Meyersdale featuring country music, tours and maple sugar demonstrations. Fares: \$69 adults, \$59 children, \$179 first class in deluxe Pullman lounge Dover Harbor. Order tickets from: Washington DC Chapter NRHS, Maple Sugar Special, P. O. Box 151, Alexandria, VA 22313-0151 (telephone 703-273-8440).

APRIL 30: "April Adventure" to New York City and return aboard Washington DC Chapter's luxurious Pullman lounge car Dover Harbor. Eastbound, car will be on rear of Amtrak train leaving 30th Street Station in the morning, returning in early evening enroute to Washington. Round-trip fare Philadelphia-New York \$74 per person. For information and reservations, write: Washington DC Chapter NRHS, c/o Henry Bielstein, 13425 Reid Circle, Fort Washington, MD 20744-6522 (telephone 301-292-9592).

APRIL 30: 1995 Bus and Trolley Fest, sponsored by New York Transit Museum, Boerum Place & Schermerhorn Street, Brooklyn, NY, 10 AM-5 PM. Transit Museum will exhibit its collection of historic buses and Brooklyn Historic Railway Association will offer electric trolley rides. Lectures, exhibits. Admission: \$5 non-members; \$2 for seniors, members and children. For information, contact the Museum at 718-330-3060.

MAY 4-7: National convention and annual meeting of Railway & Locomotive Historical Society at Hilton Gateway Hotel, Newark, NJ. Events include tours, meetings and banquet, at which the annual Railroad History Awards will be presented. For information, write to: R&LHS, c/o Henry Deutch, 217 Springfield Avenue, Hasbrouck Heights, NJ 07604-1625.

MAY 6: Open house at SEPTA's newly-restored ex-PRR Lansdowne station, 11 AM-3 PM, sponsored by Greater Lansdowne Civic Association. Private railroad cars to be on display, and Philadelphia Chapter as well as PRR Technical & Historical Society expected to be represented. Model of Lansdowne in 1900 will be displayed in station. For information, call Matthew Schultz at 610-622-0307.

MAY 7: Classic trolley excursion along SEPTA's unused Route 15-Girard Avenue using two PCC cars painted in historic schemes, sponsored by Wilmington Chapter NRHS. Five-hour trip departs Elmwood depot, Island & Elmwood Avenues, at 10 AM. Fare: \$25. Order tickets from: Wilmington Chapter NRHS, 144 Newkirk Station Road, Elmer, NJ 08318, enclosing stamped, self-addressed envelope. For information, telephone 609-358-8351.

MAY 13: "Baldwin Field Day" with SMS Rail's Reading-inspired Baldwin DS44-1000 switchers at Pureland Industrial Park, Route 130, Bridgeport, NJ, sponsored by Railpace and Railfan & Railroad Magazines. Staged photo runs and posed shots, including night photo session. Hours: 2 to 10 PM. Admission free. Jersey Central and Tri-State Chapter NRHS members will staff the event. For map and itinerary, write: R&R Baldwin Field Day, P. O. Box 700, Newton, NJ 07860, enclosing stamped, self-addressed envelope.

MAY 19-21: Grand opening of new Railroaders' Hall at the Railroad Museum of Pennsylvania, Strasburg. Events include ribbon-cutting ceremony, various programs and displays on Friday; "Relevance of Railroads" symposium (extra charge), live demonstrations of John Bull replica and other equipment on Saturday; food festival and memorial program honoring all railroaders on Sunday. Philadelphia Chapter and other historical groups will be present with tables and displays. Admission per day: \$6 adults, \$5 seniors, \$4 children (6-17). Hours: 9 AM-5 PM Friday; 9 AM-5 PM Saturday, then reopening at 7:30 PM for public lecture on the Museum's collection; 12 Noon-5 PM Sunday. For further information, telephone 717-687-8628.

MAY 20: "Lehigh Valley Limited" special train to dedicate F7A locomotives #576 and 578 repainted in Lehigh Valley red scheme, sponsored by United Railroad Historical Society. Proceeds will benefit the restoration of historic rail equipment for future New Jersey Railroad & Transportation Museum. Train will operate from Hoboken to Hackettstown, NJ via NJ Transit lines, leaving Hoboken Terminal at 9 AM and returning about 6 PM, with lunch stop and quality photo stops. Fares: \$37 adults, \$25 children. Order tickets from: URHS/NJ, P. O. Box 564, Park Ridge, NJ 07656, enclosing stamped, self-addressed envelope. For information, telephone 908-671-9644 (between 6 and 9:30 PM).

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EXTRA LIST (Continued from Page 5)

MAY 20: 7th annual Delaware Transportation Festival at Wilmington Amtrak station, sponsored by Amtrak and DelDOT. Various equipment displays and exhibits will be featured, and Philadelphia Chapter will be represented. Hours: 10 AM-5 PM. Admission free.

MAY 28-29: Memorial weekend special steam trains on Wilmington & Western from Greenbank, DE. Sunday trains depart Greenbank for Mount Cuba at 12:30, 2 and 3:30 PM. Sunday trains depart for Hockessin at 12:30 and 3:15 PM. Discounts apply for all active and retired military personnel. For information, contact W&W Railroad at 302-998-1930.

JUNE 17-18: Greenberg's Great Train, Dollhouse & Toy Show at Valley Forge Convention Center, King of Prussia, PA, 11 AM-5 PM. Admission: \$5 adults, \$2 children (6-12). For information, telephone 410-795-7447.

JUNE 27-JULY 2: 1995 annual convention celebrating 60th anniversary of NRHS at Lancaster, PA, sponsored by Lancaster Chapter. Program and order form was mailed March 8 to all members requesting it. For further information, write: Lancaster Chapter NRHS, P. O. Box 643, Quarryville, PA 17566-0643 (telephone 717-786-4932 10 AM-9 PM).

JUNE 29: Convention excursion on Reading & Northern Railroad, with expected power to be ex-Reading FP7 locomotives #902 and 903, owned and restored by Lancaster and Philadelphia Chapters. Buses depart Lancaster at 7 AM for West Leesport, PA. Fare: \$85 coach, \$145 first class. Night photo session \$45. Convention registration fee of \$20 is also required. Order ticket from: Lancaster Chapter NRHS, P. O. Box 643, Quarryville, PA 17566-0643.

PHILADELPHIA EXPRESS (Continued from Page 4)



To almost no one's surprise, CONRAIL last month gave President David M. LeVan the added title of chief executive officer. LeVan, 49, had earlier been elevated from executive vice president to president, in a process leading to the retirement of former CEO James A. Hagen, 63. Hagen, who has headed the company since 1989, will retain the title of chairman of the board.....A late-winter downturn in freight traffic has the leadership at CONRAIL puzzled, and concerned, since it is running counter to forecasts. In its drive to boost profitability, the railroad is expected to cut its forces even further this year. In February, Conrail said it planned to lay off more than 90 customer service employees, and 18 management people in the Core Service marketing group received pink slips. One, the well-known director of shortline relations, was hired immediately by rival CSX.....CSX CEO John Snow told the press he believes CONRAIL will eventually be split up between CSX and NORFOLK SOUTHERN.

Railway Age Magazine last month suggested that UNION PACIFIC, frustrated in its attempt to take over the SANTA FE, will not sit still in its effort to reach out for more traffic and higher profits. One possible acquisition target would be the long-ailing SOUTHERN PACIFIC. Or, "(w)ill it take a deep breath and try to breach the Continental Divide and link up with CONRAIL, NORFOLK SOUTHERN or CSX TRANSPORTATION (which is its biggest interchange partner now)?".....AAR's Train-It reports that just two Class I railroads earned their cost of capital in 1993, which was calculated at 11.4 percent. They were ILLINOIS CENTRAL and KANSAS CITY SOUTHERN, though CONRAIL (7.0 percent) has designs on breaking into that elite in 1995.....CONRAIL has considered, but decided against, using a power-by-the-hour arrangement on new locomotives, similar to BURLINGTON NORTHERN (Conrail Technical Society Journal).....Perhaps the last CONRAIL E44 electric units, #4400 and 4453, stored at General Electric's Erie (PA) yard, were shipped to Naporano Iron & Metal for scrapping last summer (Extra 2200 South).....CONRAIL's Juniata shop is rebuilding five GP38's (four CSX, one Pittsburgh & Lake Erie) to become AMTRAK 720-724 (Form D).

Federal Express may come down to earth and begin a rail intermodal service to compete with rival United Parcel Service. UPS is one of the largest customers of CONRAIL and other railroads (Traffic World).....The Port of Wilmington is concerned that it may lose the big import volumes of major banana shippers. One of them, Chiquita Brands, wants to use double-stack rail containers, but clearance restrictions now prevent CONRAIL from bringing that technology to Wilmington.....Grade crossing accidents on CONRAIL declined from 344 in 1993 to 300 in 1994, although more motorists were killed (41 versus 39).....CONRAIL plans to sell its ex-PRSL station at Woodbury, NJ to the City of Woodbury (DVARP).....Local trail enthusiasts are still trying to convert the ex-Pennsy, ex-CONRAIL Atglen & Susquehanna branch to a hiking and biking trail. But there's a lot of local opposition to opening 23 miles of the abandoned railbed east of Safe Harbor, PA.

Jerry R. Davis has left his job as executive vice president & chief operating officer of CSX to become president & CEO of SOUTHERN PACIFIC, replacing Edward L. Moyers who retired. Senior VP Gerald Nichols was named to replace Davis at CSX.....As of last fall, only 453 CSX units still retained their pre-CSX paint schemes, out of a total fleet of 2,750 (Michigan Railfan).....In 1993 CSX took in a record \$9.6 billion in revenues, producing net earnings of \$652 million. These figures include not only rail operations but other CSX subsidiaries as well.....Railfan Ross Rowland has informed Steamtown that he intends to bring his ex-Chesapeake & Ohio 4-8-4 #614 to Scranton for the grand opening ceremonies in July. The 614 is now stored at the B&O Museum in Baltimore.....U. S. Congressman Joseph McDade of Scranton, the man most responsible for creation of the Steamtown National Historic Site, will have to stand trial on charges of racketeering and taking bribes, following a U.S. Supreme Court decision.

January 1 was the deadline for placing Automatic Equipment Identification tags on all rail equipment, and the railroads report they have placed radio transmitting tags, or transponders, on 1.2 million cars, 22,000 locomotives and 8,000 end-of-train devices. In addition, some 1,200 AEI tag reading devices have been installed nationwide, which starting this summer should allow the instantaneous reporting of car and locomotive locations to central computer stations (Traffic World).....The railroad industry is fighting the Federal Railroad Administration's proposed rules on more effective power brakes, which the industry says would cost over \$12 billion for a 20-year period.

As we approach the April 2 schedule change on Amtrak, numerous train service adjustments still have not been finalized. It would appear that the Northeast timetable will contain little reference to Harrisburg service, with a supplement necessary to provide the final schedules.

Service on the majority of the Montrealer route is apparently going to be continued, for the time being, but with adjustments. As of this writing, it appears that the Vermont will operate as a Washington-St. Albans train with a dedicated bus connection to Montreal. The train, to be made up of former Atlantic City push-pull trainsets, including cab car, will operate from Washington to Springfield, locomotive-first, then "backwards", with the cab car leading,

from Springfield to the Conrail/New England Central (former Central Vermont) interchange at Palmer, MA, reversing direction once again to continue north to St. Albans. Washington departure will be early morning, with arrival in St. Albans late evening, and the bus connection arriving Montreal shortly after midnight. Southbound, the bus will depart Montreal about 0600, with train departure from St. Albans around 0830, and late evening arrival in Washington. No baggage service will be provided initially, and it will be interesting to see how ridership develops on this daylight schedule through some of the most bucolic scenery in the East.

Numerous other changes announced in December have been eased somewhat by agreements with local authorities to maintain some basic service on certain routes. Definite discontinuances are the Atlantic City trains, the Pere Marquette (Chicago-Grand Rapids), Springfield-Boston service (except the Lake Shore Limited) and the Gulf Breeze between Birmingham and Mobile. A bus connection between Toledo and Detroit/Pontiac will replace the Lake Cities between those points.

The States of Missouri and Wisconsin have provided financial support for Kansas City-St. Louis and Chicago-Milwaukee, with one round-trip between the former and four round-trips between the latter. Two sets of equipment will protect the Milwaukee service. California will apparently put up money to save the Capitols between Sacramento and San Jose, although at this writing total numbers are not final.

One puzzling aspect of these "rescues" is that Amtrak doesn't seem to be receiving additional financial support equal to the savings anticipated if the trains were completely discontinued. As a result, losses may continue to mount.

The days are passing toward the announcement of the next phase of Amtrak route restructuring. Word is anticipated somewhere around April 4, following the next board meeting. This next phase may well have a major impact on long-haul trains serving Philadelphia, but it's best not to speculate until the formal announcements are made.

Amtrak continues to store equipment as new Superliner II's come on stream and service reductions free up Heritage cars. As of mid-February, 56 coaches, eight dome coaches, ten lounges and seven baggage-dorms had been targeted and most were already in storage. The replacement of Auto Train's first class section with Superliners (on March 1) freed up nearly 20 more cars, most of which will be stored.

The initial complement of Superliner II cars assigned to Auto Train service are transition sleepers 39000-39002, diners 38052-38054, lounges 33033-33035, and sleepers 32075-Connecticut, 32076-Delaware, 32078-Florida, 32079-Georgia, 32086-Louisiana, 32089-Massachusetts, 32090-Michigan, 32100-New York, 32101-North Carolina, 32107-Rhode Island, 32108-South Carolina and 32116-West Virginia. For the time being, the rear of the train remains as is, with six Amfleet II coaches, a great dome, dome coach and the four-car food service block of cars for coach passengers.

Amtrak moved the Auto Train sleepers to Hialeah on March 10. Only sleeper 2234 has been operated as a dormitory on the Silver Meteor, but the number of Slumbercoaches and baggage dorms still in service is at the bare minimum, so I'd expect to see at least the 10-6 sleepers replace some of these cars (only the Cardinal and Lake Shore Limited use baggage dorms; true Slumbercoaches run only New York-Chicago and to Florida now).

Amtrak changed its mind at the last minute and decided not to renumber many of the Corridor trains at the April 2 time change.

Officially, the Viewliner order for 50 sleepers is still on active status, with at least one car expected during 1995 (way behind schedule!). The current management turmoil at Morrison Knudsen is not helping.

Long Island Rail Road has begun the process to replace its fleet of locomotive-hauled cars. Twenty-three locomotives have been ordered from EMD, to be assembled in the Schenectady area. Apparently, Dashing Dan is not quite ready to embrace dual-mode power, although the new cars on order will be able to run through the tunnels to Penn Station. These 114 cars will be double-deckers, to be assembled at Yonkers by Kawasaki. They will differ from the ten prototype cars, especially in providing two-by-two seating for 142, versus a mind-boggling 180 on the prototypes. Some of the order will be cab cars, with the present use of control cars and locomotives being discontinued.

Atlanta's MARTA subway network consists of two main routes and a short branch off the East-West line. There is a lot of outdoor running, but the North-South line (to the Airport) includes six underground stations between Five Points and Arts Center while the East-West line has a subway station in downtown Decatur (the city paid extra for it) and several stations in downtown Atlanta. The branch to Bankhead leaves the East-West line at the bi-level Ashby subway station. A new branch will open next year, running north from the North-South line, leaving east of Lindbergh station. Amtrak's Atlanta station is a former suburban stop north of downtown on Peachtree Street. You can reach it by walking from the Arts Center station, or make a free transfer to the #23 bus.



Conrail Locomotive Roster

(Corrected to March 1, 1995)

ROAD NUMBERS	MODEL	BUILDER	YEAR BUILT	HORSEPOWER	WHEEL ARRANGEMENT	UNITS	NOTE
740- 759	C40-8W	GE	1994	4000	C-C	20	1, 7
801- 814	SD40	EMD	1970	3000	C-C	10	2
1000-1023	MT4	Alco	1957		B-B	24	3
1100-1128	MT6	Alco	1958		C-C	29	3
1600-1699	GP15-1	EMD	1979	1500	B-B	100	
1900-2023	B23-7	GE	1978-79	2250	B-B	117	
2030-2040	B30-7R	GE	1972	3000	B-B	11	4
2175	GP30	EMD	1962	2250	B-B	1	5
2268-2327	GP35	EMD	1964-65	2250	B-B	6	
2800-2816	B23-7	GE	1977	2250	B-B	17	
3001-3271	GP40	EMD	1965-69	3000	B-B	27	5
3275-3403	GP40-2	EMD	1973-80	3000	B-B	127	
4020-4022	E8A	EMD	1951-52	2400	A1A-A1A	3	6
5000-5059	B36-7	GE	1983	3600	B-B	58	
5060-5089	B40-8	GE	1988	4000	B-B	30	
5500-5574	SD60M	EMD	1993	3800	C-C	75	7
5575-5664	SD60I	EMD	1994-95	3800	C-C	90	7, 8
6000-6021	C39-8	GE	1986	3900	C-C	22	
6025-6049	C40-8	GE	1989	4000	C-C	25	
6050-6265	C40-8W	GE	1990-94	4000	C-C	216	7
6275-6354	SD40	EMD	1966-71	3000	C-C	19	
6358-6524	SD40-2	EMD	1977-79	3000	C-C	165	
6550-6599	C30-7A	GE	1984	3000	C-C	50	
6601-6608	C30-7	GE	1977	3000	C-C	7	9
6610-6619	C32-8	GE	1984	3150	C-C	10	
6620-6644	C36-7	GE	1985	3750	C-C	25	
6654-6666	SD45-2	EMD	1972	3600	C-C	13	
6700-6834	SD50	EMD	1983-86	3500/3600	C-C	135	
6840-6867	SD60	EMD	1984-89	3800	C-C	28	
6900-6918	U23C	GE	1970	2250	C-C	18	
6925-6959	SD38	EMD	1970	2000	C-C	35	
6960-6999	SD40-2	EMD	1966-71	3000	C-C	40	10
7513-7597	GP10	EMD	1955-59	1850	B-B	75	11
7600, 7604	GP38	EMD	1967	2000	B-B	2	12
7635	GP38	EMD	1965	2000	B-B	1	13
7656-7939	GP38	EMD	1969-71	2000	B-B	147	
8040-8281	GP38-2	EMD	1972-79	2000	B-B	235	
8632-8720	SW900	EMD	1955-63	900	B-B	13	
8935-9140	SW9	EMD	1951-53	1200	B-B	15	
9315-9381	SW1200	EMD	1956-63	1200	B-B	48	
9400-9424	SW1001	EMD	1973	1000	B-B	25	
9500-9620	SW1500	EMD	1966-73	1500	B-B	116	

NOTES

- Certain number blocks are not complete
- 1 - Built for lease fleet
 - 2 - Renumbered from 6200-series
 - 3 - Slug units converted by CR, GE 1978-79
 - 4 - Rebuilt by GE from U23B's 1989, upgraded by CR 1993 (Acquired from Monongahela Wy.)
 - 5 - Restored to roster following retirement
 - 6 - Assigned to office car specials
 - 7 - Widenose units
 - 8 - New units being delivered
 - 9 - Certain units restored to roster following retirement
 - 10 - Rebuilt by CR from SD40's 1993
 - 11 - Rebuilt by MK, PNC from GP9's 1976-79
 - 12 - Overhauled by CR 1993 (Acquired from CSX)
 - 13 - Rebuilt by CR from GP35 1984

TOTAL CONRAIL UNITS - 2230

BUILDER ABBREVIATIONS

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

SOURCES

Conrail
 Extra 2200 South Magazine
 J. B. Kirk
 Cinders Staff

ON THE SCENE (Continued from Page 7)

In a cost-cutting move, New York plans to suspend service on three shuttles for six or seven hours each night. Affected will be the 42nd Street, Franklin Avenue and 148th Street shuttles.

This month we mark the 50th anniversary of the beginning of EMD E7 unit production. In February 1945, the first four units were delivered to the Baltimore & Ohio, with a number of other railroads taking new units in the following month (remember, we'd still be at war until August).

Sixty years ago this fall, a major hurricane wiped out the Florida East Coast's Key West extension. In the end, only the Havana Special ran over the route, and the through sleeper from New York ran only twice a week. A lounge and diner ran four days per week and the train obviously connected with the steamer to Havana.

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS

(Part III)
(Corrected to March 1, 1995)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
MARYLAND & PENNSYLVANIA RAILROAD (MPA), York, PA						
82	B-B	SW9	D/E	EMD	1951	
84	B-B	SW9	D/E	EMD	1952	Pittsburgh & Lake Erie 8952
1502	B-B	CF7	D/E	EMD	1950	Santa Fe 2426 (F7A 330L)
1504	B-B	CF7	D/E	EMD	1951	Santa Fe 2425 (F7A 261L)
1506	B-B	GP7	D/E	EMD	1953	Reading 621 (ex-MPA 86)
MARYLAND MIDLAND RAILWAY (MMID), Union Bridge, MD						
200-202	B-B	GP9	D/E	EMD	1957	Norfolk & Western 793 (ex-MMID 793), 794 (ex-MMID 794), 812 (ex-MMID 812)
300-302	B-B	GP38	D/E	EMD	1967	CSX 2031, 2092, 2016
MARYLAND MASS TRANSIT ADMINISTRATION (MARC), Baltimore, MD (Note 1)						
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
51	B-B	GP40WH-2**	D/E	EMD	1971	CSX 6590 (Note 2)
52-53	B-B	GP40WH-2**	D/E	EMD	1970	CSX 6518, 6786 (Note 2)
54	B-B	GP40WH-2**	D/E	EMD	1967	Kansas City Southern 793 (Note 2)
55	B-B	GP40WH-2**	D/E	EMD	1968	KCS 4754 (Note 2)
56	B-B	GP40WH-2**	D/E	EMD	1967	KCS 777 (Note 2)
57-58	B-B	GP40WH-2**	D/E	EMD	1968	KCS 766, 768 (Note 2)
59	B-B	GP40WH-2**	D/E	EMD	1967	SOO 4602 (Note 2)
60	B-B	GP40WH-2**	D/E	EMD	1968	KCS 771 (Note 2)
61-63	B-B	GP40WH-2**	D/E	EMD	1966	SOO 4612, CSX 6679, 6682 (Note 2)
64-65	B-B	GP40WH-2**	D/E	EMD	1967	KCS 790, 791 (Note 2)
66	B-B	GP40WH-2**	D/E	EMD	1971	CSX 6637 (Note 2)
70-71	B-B	GP39H-2**	D/E	EMD	1967	Conrail 3062, 3066 (Note 3)
72	B-B	GP39H-2**	D/E	EMD	1968	Conrail 3243 (Note 3)
73-74	B-B	GP39H-2**	D/E	EMD	1966	B&O 3703, 3710 (Note 3)
75	B-B	GP39H-2**	D/E	EMD	1968	Milwaukee 2050 (Note 3)
82	B-B	F9PH**	D/E	EMD	1952	B&O 4582 (ex-MARC 7182) (Note 4)
83	B-B	F9PH**	D/E	EMD	1951	B&O 4566 (ex-MARC 7183) (Note 4)
84	B-B	F9PH**	D/E	EMD	1948	B&O 4472 (ex-MARC 7184) (Note 5)
85	B-B	F9PH**	D/E	EMD	1951	B&O 4557 (ex-MARC 7185) (Note 4)
91-92	A1A-A1A	E9CH**	D/E	EMD	1953	Metra/Burlington Northern 9907, 9908 (ex-MARC 67, 68)
4900-4903	B-B	AEM-7**	Elec	EMD	1986	
7100	B-B	APCU**	D/E	EMD	1951	B&O 4553 (Note 6)

Note 1: Locomotives also based at Brunswick, MD

Note 2: Rebuilt by MK Rail 1994 from GP40's

Note 3: Rebuilt by Morrison Knudsen 1987-88 from GP40's

Note 4: Rebuilt by Morrison Knudsen 1980-81 from F7A's

Note 5: Rebuilt by Morrison Knudsen 1981 from F3A

Note 6: Rebuilt by Morrison Knudsen to auxiliary power control unit (head-end power only) 1980 from F7A

** - Equipped with head-end power

MIDDLETOWN & HUMMELSTOWN RAILROAD (MIDH), Middletown, PA						
1	B-B	65-ton	D/E	GE	1941	U. S. Army 7272
2	B-B	65-ton	D/E	GE	1955	Standard Slag & Stone 46
91	2-6-0		Steam	Canadian	1910	Canadian National 91

(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>MORRISTOWN & ERIE RAILWAY (ME), Morristown, NJ (Note 1)</u>						
16-17	B-B	C430	D/E	Alco	1967	Conrail 2054, 2053
18-19	B-B	C424	D/E	Alco	1964	Toledo, Peoria & Western 800, 801
492	B-B	RS3	D/E	Alco	1952	Reading 492 (Note 2)
578	B-B	F7A	D/E	EMD	1949	NJ Transit 420 (Note 2)
Note 1: Locomotives also based at Whippany, NJ						
Note 2: Owned by United Railroad Historical Society						
<u>NDC RAILROAD (NDCR), Northampton, PA</u>						
51	B-B	S6	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: Rebuilt by Alco from V0660						
<u>NEW HOPE & IVYLAND RAILROAD (NHRR), New Hope, PA</u>						
11	B-B	V0660	D/E	BLW	1945	Warner Company 11 (Note 1)
40	2-8-0		Steam	BLW	1925	Cliffside 40
204	B-B	RS3	D/E	Alco	1950	Lehigh & Hudson River 4
1513	A1A-A1A	RSC2	D/E	Alco	1949	Seaboard Coast Line 1102 (Note 2)
3028	4-8-4	QR-1	Steam	Alco	1946	National Railways of Mexico 3028 (Note 3)
9423	B-B	SW1	D/E	EMD	1950	Amtrak 739 (Note 2)
Note 1: Owned by New Hope Steam Railway						
Note 2: Leased from private individual						
Note 3: Leased from Great Northeastern Railroad Foundation						
<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)
4172	C-C	U34CH**	D/E	GE	1971	EL (NJDOT) 3372
4200	B-B	GP40PH-2B**	D/E	EMD	1968	Conrail 3206 (Note 5)
4201	B-B	GP40PH-2B**	D/E	EMD	1967	Conrail 3053 (Note 5)
4202	B-B	GP40PH-2B**	D/E	EMD	1965	Conrail 3006 (Note 5)
4203	B-B	GP40PH-2B**	D/E	EMD	1968	Conrail 3222 (Note 5)
4204-4205	B-B	GP40PH-2B**	D/E	EMD	1969	Conrail 3262, 3263 (Note 5)
4206	B-B	GP40PH-2B**	D/E	EMD	1968	Conrail 3220 (Note 5)
4207	B-B	GP40PH-2B**	D/E	EMD	1965	Conrail 3005 (Note 5)
4208-4211	B-B	GP40PH-2B**	D/E	EMD	1968	Conrail 3191, 3223, 3182, 3192 (Note 5)
4212-4214	B-B	GP40PH-2B**	D/E	EMD	1969	Conrail 3272, 3274, 3265 (Note 5)
4215	B-B	GP40PH-2B**	D/E	EMD	1965	Conrail 3009 (Note 5)
4216-4218	B-B	GP40PH-2B**	D/E	EMD	1968	Conrail 3204, 3218, 3199 (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 6)
5681	B-B	GP7	D/E	EMD	1952	CNJ 1523

(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
[METRO-NORTH COMMUTER RAILROAD LOCOMOTIVES IN NJ TRANSIT SERVICE]						
4184-4189	B-B	GP40FH-2**	D/E	EMD	1966	Union Pacific 610, 612, 604, 615, 629, 626 (Note 7)
4190	B-B	GP40PH-2**	D/E	EMD	1969	Conrail 3273 (Note 8)
Note 1: Locomotives also based at Bay Head, Dover, Hoboken, Long Branch, Raritan, NJ; Spring Valley, Suffern, NY; Philadelphia, PA Note 2: Painted in Erie colors Note 3: Rebuilt by Morrison Knudsen 1987-89 from GP40's with F45 components Note 4: Rebuilt by Morrison Knudsen 1992-93 from GP40's Note 5: Rebuilt by Conrail 1993-94 from GP40's Note 6: Painted in Pennsylvania colors Note 7: Rebuilt by Morrison Knudsen from GP40's Note 8: Rebuilt by Conrail from GP40 ** - Equipped with head-end power						
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), Ridgefield Park, NJ (Notes 1, 2)						
M-1	Railcar	RDC-1	D/M	Budd	1950	NJ DOT 558 (Note 3)
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
116	B-B	NW2	D/E	EMD	1948	Conrail 9264 (Note 4)
120	B-B	SW9	D/E	EMD	1953	Chesapeake & Ohio 5091
142	2-8-2	SY	Steam	Tangshan	1989	Valley 1647
1800	B-B	GP18	D/E	EMD	1962	
1802	B-B	GP18	D/E	EMD	1962	
1804	B-B	GP18	D/E	EMD	1962	
2012	B-B	GP38	D/E	EMD	1966	Baltimore & Ohio 3800
3000	B-B	C430	D/E	Alco	1067	Conrail 2050
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	
4267	A1A-A1A	E8A	D/E	EMD	1952	NJ Transit 4267 (4251) (Note 5)
Note 1: Includes Central New York Railroad (CNYK) Note 2: Locomotives also based at Binghamton, Syracuse and Utica, NY, Passaic Junction, NJ Note 3: Leased by NYS&W Technical & Historical Society from United Railroad Historical Society Note 4: Owned by private individual Note 5: Obtained in trade from United Railroad Historical Society 1995						
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)
2444	B-B	CF7	D/E	EMD	1950	Stourbridge 44
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						

ABBREVIATIONS

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

Alco - American Locomotive Company/Alco Products, Inc.
 BLW - Baldwin Locomotive Works, Eddystone, PA
 EMD - Electro-Motive Division, General Motors Corp./
 EMC - Electro-Motive Corp., LaGrange, IL
 GE - General Electric Co., Erie, PA
 GMD - General Motors Diesel, Ltd., London, Ont.