

# CINDERS

AUGUST 1995



Number 7

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Volume 56

Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

## CHAPTER TO OPERATE BUS TRIP TO EAST BROAD TOP

Philadelphia Chapter will sponsor a chartered motorcoach trip to the East Broad Top Railroad at Rockhill Furnace, PA on Sunday, October 1, 1995.



While arrangements were still being finalized at presstime, it is expected that the bus will leave 30th Street Station (29th Street side) at about 8:30 AM, returning around 8:30 PM. A stop will be made in the Valley Forge area for passengers, most likely at SEPTA's Route 100 Gulph Mills station, conveniently adjacent to the Schuylkill Expressway.

Activities upon arrival will include a ride on one of EBT's regular trains, a special shop tour, and a visit to the Railways to Yesterday electric operation adjacent to EBT.

Capacity on this trip is limited, and early reservations are recommended. The cost will be \$42.00 per person, and reservations should be sent to: Marie K. Eastwood, Secretary, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. Additional information may be secured by calling 215-947-5769 evenings between 7 and 9 PM, and complete information will be available about August 15.

Relax, let someone else drive and enjoy an early fall opportunity to ride the East Broad Top while it's still running -- Sunday, October 1, 1995.

## TIME TO SIGN UP FOR AUGUST 18 SUMMER DINNER

Philadelphia Chapter's annual summer dinner is scheduled for Friday, August 18 at the Moonstruck Restaurant (formerly DiLullo's), 7955 Oxford Avenue in Fox Chase, Northeast Philadelphia. Dinner will be served beginning at 6:30 PM, with a cash bar available for those arriving early.

The restaurant is conveniently located a half-block from SEPTA's Fox Chase station, terminus of the R8 rail line. Free parking is also available. As always, this will be strictly a midsummer social get-together, with no business to be conducted.

The choices of entree are:

Stuffed breast of chicken with mushroom Madeira sauce

Breaded veal parmigiana - mozzarella and tomato

Broiled filet of fluke flounder - white wine tomato sauce

Dinners include mixed green salad, fresh vegetable, potato, bread, coffee or tea and ice cream dessert.

The cost per person is \$25. Advance reservations with payment must be made to Philadelphia Chapter at P. O. Box 7302, Philadelphia, PA 19101-7302, to be received no later than Monday, August 14. Guests of members are welcome. Please indicate choice of entree.

Take advantage of this opportunity to mingle with your fellow members and friends, and catch up with the latest railroad and trolley news. Enjoy good food in elegant surroundings -- reserve your place today!

## CHAPTER MEETING DATES LISTED FOR 1995-96 SEASON

Here are the dates on which Philadelphia Chapter will hold its monthly meetings during the upcoming season. All meetings begin at 7:30 PM on Friday evenings, except for the December meeting which will be held on Thursday evening. Dinners are served at 6:15 PM for those with advance reservations.

September 15, 1995  
October 20  
November 17  
December 14  
January 19, 1996

February 16  
March 15  
April 19  
May 17  
June 21

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

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**MEETINGS:** 7:30 PM, third Friday of each month (except second Friday in December), at Eakins Lounge, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner 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.

## FP7'S STAR AT NRHS LANCASTER CONVENTION

One of the major events at the recent 60th anniversary NRHS convention was the June 29 excursion on the Reading & Northern Railroad, featuring ex-Reading FP7 locomotives #902 and 903. The 902 is owned by Lancaster Chapter, which hosted the convention, and the 903 by Philadelphia Chapter.



The special ten-car train departed West Leesport, PA at 9 AM after eight bus-loads of conventioners had arrived from Lancaster. The train was made up of R&N dome coach 3 Catawissa for first-class passengers, Blue Mountain & Reading coaches 302-307-308-309, BM&R baggage-food service car 1252, and BM&R coaches 301-303-305-306. The two FP7's resplendent in their Reading black, green and yellow paint scheme and fresh from a years-long restoration effort, moved the train smartly over the 12 miles to Port Clinton, where a photo runby was held alongside a freight train headed by R&N U23B #2398 and U33B #3300. Then the two freight diesels were added as helpers behind the FP7's for the balance of the 52-mile run upgrade to Mount Carmel Junction.

Additional photo runbys were staged at St. Nicholas and Locust Summit, though the sun had faded somewhat behind high clouds by that time. One remarkable feat was the FP7's lugging the heavy train--including the two helpers in idle--up the formidable 2.6-percent Locust Summit grade.

Unfortunately, when the locomotives were run around the train at Mount Carmel Junction, the end of R&N property, both units shut down. The 902 was restarted after a clogged fuel filter was changed out, but a brake stand problem in the 903 could not be repaired on the site. Because 903 was now in the lead and could not be operated, it was decided to have helpers 3300 and 2398 take the train all the way back to West Leesport rather than dropping them at Shenandoah Junction as originally planned. Arrival was at 7:30 PM, one and a half hours late, and the buses then whisked the passengers back to Lancaster, 40 miles away. Chapter Members Mike Hopkins, Bob and Helen Morris served on the train crew.

The FP7's, which had been set off at R&N's Port Clinton engine terminal, were later repaired and shipped back to their permanent base at Pocopson, PA on the Delaware Valley Railway. They were picked up by a Conrail train at Reading on July 18 for movement dead-in-tow to Coatesville. This was the reverse of the June 18-19 move from Coatesville to Reading. In both cases, Conrail rerouted through trains to make a special pickup and setoff at Reading yard, to avoid sending the units via the normal route to Allentown.

The convention program included excursions on the Wilmington & Western, Queen Anne's Railroad, Western Maryland Scenic Railroad, SEPTA and a bus-rail journey to Scranton on July 1 to witness the grand opening of Steamtown National Historic Site. The long menu of events included tours, seminars, night photo sessions at Port Clinton and Strasburg, a catered reception at Amtrak's Lancaster station, the annual banquet, the NRHS directors meeting and annual membership meeting, and a three-day railroadiana show. Convention headquarters was the Eden Resort Inn, though other area hotels were also used to house conventiongoers. All events and hotels were served by an elaborate network of chartered buses.

Philadelphia Chapter was represented by at least 42 members. Those spotted were: Dave Ackerman, Howard Bender, Rich Bernhardt, Wayne Blattner, Bob Brewster, Lynn Burshtin, Roger Cole, Rich Copeland, Les Dean, Sheila Dorr, Larry Eastwood, Bill Faltermayer, Ed Feathers, Alan Feinstein, Ed Graham, Ken Havens, Mike Hopkins, Lew Hoy, Bruce and Virginia Irvin, Vince Jakubowski, Don Kehl, Phil Klaus, Dave Kopena, Paul Locke, Jack McNally, Bill Marschall, Ara Mesrobian, Bob and Helen Morris, John Murphy, Charles Oettle, Milt Pricsett, John Ricciardi, Phil Ritter, Doug Rowland, Roy Soukup, Donald Swope, Frank Tatnall, Pete Urbaitis, Charlie Van Reed and Jerry Wilson. Frank Tatnall also presented an evening slide program on June 29 entitled "Catenary to Harrisburg" about the Pennsylvania Railroad's west end electrification. Lew Hoy received his gold 50-year NRHS pin at the June 30 banquet.

On Sunday, July 2 at 8 AM SEPTA operated a special convention train over Amtrak's Harrisburg Line from Lancaster to Philadelphia, then to Lansdale, 30th Street Station (lunch stop), the Airport and West Trenton, before returning to Lancaster. The consist was AEM-7 #2302, push-pull coaches 2510-2507 and cab cars 2410-2408-2402. Two of the cab cars were toilet-equipped. Philadelphia Chapter members assisted Lancaster Chapter personnel in supervising this trip, with Larry Eastwood and Frank Tatnall serving as train directors, Harry Garforth and Marie Eastwood operating a busy sales table throughout the Philadelphia-area segments of the excursion, and Mike Hopkins assisting with the operation. Chapter Members Vince Jakubowski (morning) and Frank Lancaster

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# PHILADELPHIA

## EXPRESS

FRANK G. TATNALL, JR.

SEPTA's Railroad Division will be split into three regions and its stations and transportation departments abolished, Assistant General Manager Michael Burns said last month. To become effective September 1, the reorganization is intended to make SEPTA people and the service they provide more responsive to the needs of passengers--now referred to as "customers." Management positions are being cut from 32 to 27, he reported, and some 140 candidates for the remaining jobs, all from within SEPTA, were interviewed last month. Each region will have decentralized responsibility and each line will have its own director accountable for train and station operations. Directors will have offices on their lines, and some heavier routes such as R5 Parkesburg-Doylestown will also have deputy directors. SEPTA timetables will carry the names and phone numbers of these officials and their pictures will be posted in stations.

Each region will be headed by a chief officer. Rich Hanratty, a former shop superintendent, will manage the Northeast Corridor Region (R2, R5, R7, Frazer and Overbrook shops, Powelton yard); Lisa Mancini, previously SEPTA's budget director, will head the SEPTA Region (R3, R6, R8 and probably R1, as well as Roberts yard); and Joseph Heilman, the present RRD chief transportation officer, will be in charge of the Center City Region which will operate all stations from Fern Rock to University City inclusive, as well as the Regional Rail Operations Center and crew assignment office. The current chief mechanical officer, Edward Murphy, will remain as CMO responsible for Wayne carshop and all vehicle overhauls and procurement. Chief Line Maintenance Officer Ben Dwinell will retain authority over line maintenance and capital construction work. A new director of administration will handle budgeting, labor relations and some customer service functions. Scheduling will stay with the Operations Planning Department.

SEPTA will reissue its Regional Rail timetables effective September 10, to coincide with schedule changes on AMTRAK. More through routing of R2-Wilmington and R6-Norristown service will be implemented, and on weekends every other R1 Airport train will operate to and from West Trenton (R3) instead of Glenside. Completion of the track and signaling project on the R3

Media-Elwyn line should permit enhanced service on that route effective with the time change on October 29..... SEPTA's new Regional Rail Operations Center (RROC) in the Mellon Bank Building should be open sometime next month.....The Railroad Division at about the same time will move its headquarters from 1515 Market Street to the new SEPTA general offices at 1234 Market. Several other departments, including the general manager's staff, have already moved, and all personnel are expected to be under that roof by mid-October when the last of the 2nd & Wyoming people relocate.

Hopes for reopening the Newtown Line for commuter service have not died. State Representative David Steil of Bucks County, in particular, is rallying the faithful with public meetings and behind-the-scenes action, and DVARP is still pressing SEPTA to refine its cost estimates.....DVARP reports that State legislators, including Representative Mario Civera of Delaware County, are drafting a bill to establish a Pennsylvania passenger rail authority. The proposed authority would assume responsibility for Philadelphia-Harrisburg service, AMTRAK's Pennsylvanian and new commuter trains in western Pennsylvania. Conceivably, the authority could also back other new or revived services such as Philadelphia-Newtown or Philadelphia-Reading.

Montgomery County has been studying the possibility of restoring rail commuter service between Philadelphia and Pottstown, but at a June 2 meeting SEPTA was pushing its own proposal. SEPTA's director of long-range planning, Ron DeGraw, aired a scheme to install a light-rail system between center city and Pottstown, to be known as the Schuylkill Valley Metro. The line, using LRV-style equipment with one-person crews, would follow CONRAIL's abandoned City branch north of Callowhill Street to Girard Avenue, cross the Schuylkill River on the existing Girard Avenue bridge, then utilize the old Park Trolley right-of-way and the Ivy Ridge branch to Manayunk, the present Norristown Line to Norristown and Conrail's Harrisburg Line to Pottstown. The route would avoid the single-track Black Rock tunnel at Phoenixville by looping along the abandoned Pennsy line through town and plunge into the old PRR tunnel to Cromby, returning to the ex-Reading Mainline via the Cromby bridge. DeGraw said that SEPTA had already committed \$9 million to this scheme, most of which went for purchase of the City branch, because commuter rail "is the most expensive way to carry people...except the helicopter."

The SEPTA board in June approved a "finding of special opportunity" which will allow the Railroad Division to lease 31 rail stations without going through individual bidding procedures. Thus, SEPTA can negotiate with one or more developers to commercially upgrade these stations, which include Doylestown, Mount Airy, Wallingford and Fort Washington, and improve the facilities for rail passengers at minimum cost to SEPTA..... SEPTA has signed a contract with AMTRAK for "fast track" improvements to the Upper Level of 30th Street Station. A contractor has finally been hired, and SEPTA will now be responsible for maintaining the Upper Level..... A program to begin the overhaul of car interiors on SEPTA's Silverliner IV fleet has been approved.....The laying of welded rail on the Mainline between Gwynedd Valley and Lansdale continued last month.

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## PHILADELPHIA EXPRESS (Continued from Page 3)

Ex-Chesapeake & Ohio 4-8-4 #614, owned by Railfan Ross Rowland, was due to move from the B&O Museum in Baltimore to New Hope for storage last month. The route was to be CSX-CONRAIL-SEPTA-NEW HOPE & IVYLAND, with a SEPTA diesel to haul the mammoth steam locomotive from Newtown Junction to Ivyland. There are no plans to operate the 614 on NH&I.....Delaware DOT has formed the Delaware Transit Corp. to operate transit within the State (Harry Garforth).....A July 19 arson fire in a trash-packed warehouse on Merion Avenue in West Philadelphia caused the shutdown of two tracks on AMTRAK's nearby mainline. SEPTA was forced to suspend service on its R6 Cynwyd line for the next few days. The old brick building had for years been used for records storage by the PRR and CONRAIL, but had lately been operated by a firm which recycled trash for SEPTA.



Preliminary strength tests on the Australian-built carbodies for SEPTA's new Market-Frankford Line cars have revealed certain problems in the design, which may delay delivery of the pilot cars by up to six months. Supplier ABB had originally promised the first deliveries by the end of 1995. ....Those 400 new Ikarus buses will also be delayed, with the first 200 to be delivered to Atlanta for use during next summer's Olympic Games. After that, they will show up in Philadelphia.....A fire at Callowhill depot in June destroyed five buses, but the damaged bay was reopened in a few weeks.

.....SEPTA is trying out a demonstrator bus supplied by Flyer, a Canadian builder.....SEPTA has received media attention for its fully-painted advertising buses, which bring in more than \$2,000 in revenue per bus each month. Currently, Neoplan #3284 runs on Route C dressed as an Adidas sneaker while Neoplan 3489 sports a blood-red paint scheme for the movie "Judge Dredd." Four other buses have received similar treatment this year but SEPTA plans a maximum of 25 of the rolling billboards. The "paint" is actually a peel-off vinyl film, which allows passengers inside to look out through the windows although the entire exterior of the bus appears to be painted. Two years ago, SEPTA ended its policy of no exterior ads, a ban instituted by former General Manager David Gunn.

SEPTA held a June 16 dedication for its extension of Welcome Line trolley service to the Zoo. That day repainted PCC #2799 and Kawasaki #9031 were used. The first day of regular service, Saturday the 17th, saw silver PCC's 2728, green 2785 and red 2799, plus Kawasakis 9031, 9043 and 9055 operating on both the Zoo extension, via 11th and 12th Streets and Girard Avenue, and on the shorter center city loop. Contrary to earlier publicity, a funding shortage has caused the Welcome Line service to be confined to weekends and holidays only, from 10 AM to 6 PM, and a new folder has been issued. A third Welcome Line PCC, #2732, has not yet been released from the shop, and a fourth car, #2726, is to appear in SEPTA's old orange-and white "Gulf Oil" scheme.....In June, two more PCC's were sold to Colorado Springs, CO (see June Cinders). The 2114 was trucked out on June 9 and the 2722 on June 23.....SEPTA has scheduled its "TrolleyFest '95" for October 21-22.

A bill approved by the House Appropriations Committee in late June would slash Federal operating subsidies from this year's \$710 million to \$400 million in Fiscal Year 1996, a 44-percent reduction, while the highway program receives an \$840-million (two-percent) increase. SEPTA's operating funds would be cut from \$24 million to \$13.5 million. "It is unconscionable to cut operating assistance" when there are clean air laws in effect, said General Manager Louis Gambaccini. The House action is "wrongheaded policy," fumed Representative Thomas M. Foglietta of Philadelphia, a member of the House Transportation Subcommittee. Final action is expected sometime this month, when the House and Senate consider a compromise bill appropriating about \$37.5 billion for the Department of Transportation. On the capital funding side, mass transit is expected to fare much better.

Ridership on SEPTA's City Transit Division continues to run below last year's levels, following the two-week strike in March and April. In May, a 5.2-percent decline on the City Division was partially offset by a 6.7-percent increase on Regional Rail, SEPTA said. During the month, there was a daily average of 704,000 passengers, versus 731,000 during the same month of 1994.....SEPTA ran a weekend family fare promotion from Saturday, May 20 through Father's Day, June 18, with two children under 12 riding free with every fare-paying adult--even on Regional Rail trains. A \$10 round-trip family fare for groups up to five was good on Regional Rail.....A West Philadelphia businessman said last month that he was prepared to "buy" SEPTA for up to \$700 million. GM Gambaccini and Mayor Rendell both said they were unaware that SEPTA was for sale.

Four new members were appointed to the SEPTA board in June. The Bucks County commissioners appointed Pasquale Deon, Sr. to replace Andrew Warren, and Linda K. Caracappa to replace Franklin Wood. Michael J. O'Donoghue was named by the Montgomery County commissioners, replacing Floriana Bloss, and Frank G. McCartney of Horsham now represents the State House majority, replacing David M. Woods.....Ronald M. Sharpe resigned last month from his job as SEPTA's chief of police. A former State Police commissioner, he was the first black to serve in the \$100,000-per-year SEPTA job, heading a 245-officer department.....SEPTA has finally gotten around to issuing its annual reports for 1993 and 1994, in one 48-page booklet.

The operator who was running the Market-Frankford train that derailed at 30th Street Station on March 7, 1990 has been ordered reinstated--even though he tested positive for cocaine use immediately after the accident. SEPTA officials were "very, very disappointed" by the arbitrator's decision which also orders that the operator receive \$110,000 in back pay but prohibits him from any further work as a motorman. He is to be retrained as a cashier. The National Transportation Safety Board's report on the accident, which killed four passengers and injured 165, exonerated the operator, blaming the crash on a faulty traction motor which dropped onto the tracks and fouled a switch just west of the station.....SEPTA began service on new bus Route 77 on July 3, operating between Chestnut Hill, Glenside, Jenkintown and the Roosevelt Mall in Northeast Philadelphia. It is actually an extension and upgrading on the old Route X (Bill Polk).....SEPTA is giving Route 100 riders a chance to pick a new name for the misnamed Conshohocken Road station. They have four choices: Matsonford, Hanging Rock, Rebel Hill or Montgomery Avenue.....Daily News columnist "Phantom Rider" reports that SEPTA is trying a new experiment with an age-old transit device. Neoplan bus 3483 has been equipped with flexible straps for standee passengers.

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## PHILADELPHIA EXPRESS (Continued from Page 4)

Amtrak



AMTRAK's life-and-death political struggle was well described in a recent AAR Train-It newsletter: "The future of Amtrak is very uncertain, with the House and Senate appearing to go in different directions. On the one hand, two key members of the House said Amtrak could be closed in October unless a dispute over labor provisions of a new Amtrak reauthorization bill is settled. On the other, the Senate voted June 21 to permit states to use two types of Federal highway funds to help fund Amtrak

service. On June 22, Representative Bud Shuster (R-PA), chairman of the House Transportation & Infrastructure Committee, said, 'It's quite clear that the future of Amtrak is in jeopardy.' Representative Susan Molinari (R-NY), chair of the House Railroad Subcommittee, said that it may be time to begin planning for an orderly shut-down of the passenger carrier by the end of the fiscal year in October when current Federal funding runs out.

"On June 14, Representative Shuster adjourned a Transportation Committee markup session on legislation to reauthorize AMTRAK after the panel voted against provisions that would have helped Amtrak reduce costs. One proposal would have reduced wage protection for employees affected by route cuts from six years to six months. Another would have permitted Amtrak to assign work to outside contractors. A third would have required commuter railroads operating on Amtrak facilities in the Northeast Corridor to reimburse Amtrak on a fully-allocated-cost basis. Instead of endorsing the labor protection and contracting provisions supported by Shuster and Molinari, the panel supported provisions making them subject to collective bargaining. 'Six months' severance is among the most generous packages received by any worker in America,' Representative Shuster said.

"The House Appropriations Transportation Subcommittee voted to grant AMTRAK \$628 million for the fiscal year beginning October 1. But that panel made the payment contingent on passage of the reauthorization bill. Shuster indicated he won't resume the markup of the reauthorization bill unless it includes meaningful reforms. 'There is simply no point in resuming consideration of a bill that does not contain real reforms,' he said. The Senate, meanwhile, voted to permit states to use so-called surface transportation program funds, as well as congestion mitigation and air quality funds, for intercity rail passenger purposes. That provision was added to legislation establishing a National Highway System as an amendment offered by Senator William V. Roth (R-DE)." The suggested diversion of Highway Trust Fund money for Amtrak services drew a strong reaction from pro-highway Congressman Shuster of Pennsylvania. "Over my dead body are we going to spend highway money for Amtrak," he said, according to a Traffic World report. "There could be a bloody, contentious battle in the conference committee (with the Senate)."

Meanwhile, AMTRAK issued a revised edition of its National Timetable effective June 11, reflecting various service cuts already made. A further revision is due out September 10.....Adding to AMTRAK's woes was an interim decision by the Interstate Commerce Commission in the dispute with CONRAIL over trackage fees. The ICC ordered Amtrak to pay Conrail 36 cents per train mile, or about \$900,000 per year, as compared with the \$169,000 in maintenance-of-way and dispatching costs it has been paying.....An upstart airline, Nations Air, last month cut its one-way fares to \$39 between Philadelphia and Pittsburgh, versus Amtrak's fare of \$37.....AMTRAK in May raised its Corridor fares an average of five percent, and the off-peak "blackout period" was extended to 11 AM-11 PM both Fridays and Sundays.....The AMTRAK Police Department's National Communications Center at 30th Street Station opened for business June 1. The 24-hour telephone number to report problems is 800-331-0008.

Retailers at the 30th Street Station Market have been complaining about too little traffic and not enough promotion. To remedy this, and fulfill a State requirement to boost the Keystone Service to Harrisburg, AMTRAK held "Rail Days" June 23-24 with entertainment, giveaways, and free return fares for those riding Harrisburg trains.....AMTRAK has painted at least one baggage car with a large "Vermont" display on the sides to promote the new Washington-St. Albans train.....An old Pennsy building in Wilmington's West yard was destroyed by fire on July 2, but did not seriously delay AMTRAK service (Roy Soukup).....Bennett Levin will run his private car Pennsylvania 120 on the rear of the last Broadway Limited from Chicago September 10.....The Philadelphia Zoo is backing a plan to construct a new rail station at the west end of AMTRAK's Schuylkill River bridge, to allow SEPTA commuter trains to serve the Zoo which is often traffic-choked.



CONRAIL

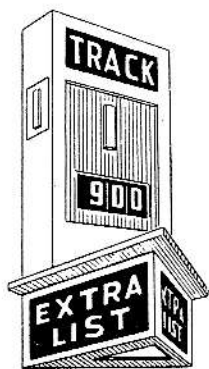
The downsizing continues unabated at CONRAIL. Some attribute this to pre-merger shrinkage, but the company maintains it is part of a drive to increase its return on assets. On June 14, 477 union workers and 113 non-agreement employees were notified that their jobs were being abolished. Later in the month, 90 workers at the Juniata locomotive shop in Altoona and 50 at the nearby Hollidaysburg car repair shop were laid off. Most surprising was the June 26 dismissal of Senior Vice President Charles N. Marshall, a pillar of top management who had come to Conrail in 1978. Marshall, one of Conrail's highest-paid and most respected officers, insisted to an

Inquirer reporter that he use the term "fired" in his story, and the headline read accordingly. In the interview, Marshall said that new President & CEO David LeVan simply "wants new guys around him." Other layoffs and resignations are expected, as traffic levels continue to fall below those of a year ago.

To further cut costs, CONRAIL in June reduced the maximum speed of all intermodal trains from 70 to 60 mph, and other freight trains from 60 to 50 mph. The railroad said the lower speeds would not affect service but would save about \$3.4 million in operating costs during the second half of 1995. Train starts were also cut back by nine percent though the weekly operation of dimensional trains for high-and-wide shipments was reinstated after numerous shipper complaints.....CONRAIL has implemented a locomotive shutdown policy at yards and terminals, aimed at saving \$2.2 million a year in fuel costs. Conrail annually uses nearly 300 million gallons of diesel fuel and the shutdown policy will conserve some 700,000 gallons.....Completion of the cross-state clearance program has been delayed until next month, due to further problems with the Allegheny tunnel at Gallitzin.

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AUGUST 12-13, 1995: Railroad Days at the Black River & Western Railroad, Ringoes, NJ. Railroadiana flea market, displays and exhibits 10 AM-4 PM each day. For information, telephone BR&W at 908-782-9600.

AUGUST 18: Annual summer dinner of Philadelphia Chapter NRHS at Moonstruck Restaurant, 7955 Oxford Avenue, Philadelphia, starting at 6:30 PM. See article elsewhere in this issue.

AUGUST 19-20: Greenberg's Great Train, Dollhouse & Toy Show at South Jersey Expo Center, Pennsauken, NJ, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 children (6-12). For information, telephone 410-795-7447.

AUGUST 27: "Center City Ride-About" trolley trip with Peter Witt car #8534, sponsored by Buckingham Valley Trolley Association. Trip leaves from SEPTA Germantown depot, Germantown & Westview in Mount Airy, at 11 AM, covering all Route 23 trackage from Chestnut Hill to Bainbridge Street and including two round-trips on the new Welcome Line tourist loop in center city. Order tickets from: George Metz, 130 Springton Lake Road, Media, PA 19063-1826, making checks payable to "BVTA." For information, telephone 610-565-0528.

AUGUST 27: Public run day at Pennsylvania Live Steamers railroad, Route 29, Rahns, PA. Steam and diesel-powered trains of different scales offer public rides around PLS grounds during afternoon.

SEPTEMBER 2: 3rd annual Manahawkin Railroad Festival at Heritage Park, Routes 9 and 72, Manahawkin, NJ, 10 AM-4 PM, sponsored by Southern Ocean County Chamber of Commerce. Vendor table spaces available in the park, site of the restored 1870's-vintage Manahawkin railroad station. For information, call 609-494-7211.

SEPTEMBER 9: Lancaster Chapter NRHS picnic at Pocopson, PA, Route 926 west of Route 100 at restoration site of FP7 locomotives, beginning at 5:00 PM. Philadelphia Chapter members are invited (bringing food, including covered dish or other food, and lawn chairs, is suggested), with excursion special to be operated with FP7's on Delaware Valley (former Reading) trackage. For information, telephone 610-828-0706 after 7 PM.

SEPTEMBER 16: Hillendale Fall Train Show at Hillendale Elementary School, 1850 Hillendale Road, Chadds Ford, PA, 9 AM-3 PM, sponsored by Hillendale PTO. All model gauges will be featured, with demonstrations and exhibits, food and door prizes. Admission: \$3 adults, children under 12 free. For vendor information, telephone Tom Marinelli at 610-388-1439.

SEPTEMBER 16: "Moonlight Special" on Blue Mountain & Reading Railroad from Temple to Hamburg, PA and return, sponsored by Reading Company Technical & Historical Society. Train leaves Temple 6:30 PM. Fares: \$8.75 adults in advance, \$9.75 day of trip; \$4.75 children in advance, \$5.75 day of trip. Family rates: \$24 in advance, \$28 on day of trip. Order tickets from: RCT&HS Passenger Operations, P. O. Box 15143, Reading, PA 19612-5143.

SEPTEMBER 23: Fall Train Show & Sale at Upper Darby High School, Lansdowne Avenue, Upper Darby, PA, 11 AM-4 PM, sponsored by Philadelphia Division, National Model Railroad Association. Operating model layouts, dealer tables, clinics, door prizes will be featured. Admission: \$3 per person, families \$10. For information, contact John Nawn at 610-461-8644.

SEPTEMBER 23: 15th annual Hoboken Festival at former Lackawanna Hoboken Terminal, Hoboken, NJ, 11 AM-5 PM, sponsored by NJ Transit.

SEPTEMBER 24: Railroadiana and Model Railroad Show & Sale at Dieruff Senior High School, Irving Street, Allentown, PA, 10 AM-4 PM, sponsored by Lehigh Valley Chapter NRHS. Timetables, hardware, model and toy trains, railroad china, books for sale. Admission: \$3 per person, family \$5. For vendor information, telephone 610-261-0133.

SEPTEMBER 30-OCTOBER 1: "Planes, Trains & Automobiles" transportation show at Reading Regional Airport, Reading, PA, sponsored by Mid Atlantic Air Museum. Hours: 9 AM-9 PM Saturday, 9 AM-4 PM Sunday. Classic aircraft will be displayed, and collectibles from the rail, air, bus and steamship modes will be on sale. Transportation art show will be included. Admission: \$5 adults, \$3 children (6-12). Free parking. For information, telephone the museum at 610-372-7333.

SEPTEMBER 30-OCTOBER 8: Maryland Railfest '95 at Cumberland, MD, featuring mainline excursions on CSX, Western Maryland Scenic Railroad trips and numerous other events. For more information, telephone 800-TRAIN-50.

OCTOBER 1: Chartered bus trip to East Broad Top Railroad at Rockhill Furnace, PA, sponsored by Philadelphia Chapter NRHS. Trip is expected to include ride on EBT, shop tour, and ride on Railways to Yesterday electric operation. Trip will depart 30th Street Station (east side) about 8:30 AM, return around 8:30 PM. Stop will be made in Valley Forge area for pickup. Price: \$42 per person. Limited capacity. For information and reservations, contact: Marie K. Eastwood, Secretary, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia PA 19101-7302. Telephone 215-947-5769 between 7 and 9 PM. (Article elsewhere this issue.)

OCTOBER 1: 16th annual Train Meet at Leesport (PA) Farmers Market, 9 AM-3 PM, sponsored by Reading Company Technical & Historical Society. Admission: \$3 adults, \$1 children (5-16). For vendor information, telephone 610-777-2053 evenings.

OCTOBER 14: Fall foliage excursion from Boston, MA to Albany, NY and return via Conrail's Boston Line, using Amtrak equipment, sponsored by Mass Bay Division RRE. Hudson River cruise is additional feature. For fares and schedule, contact: Mass Bay RRE, P. O. Box 8136, Ward Hill, MA 01835 (telephone 617-489-5277).

OCTOBER 14-15: Altoona Railfest '95 at Altoona, PA, sponsored by Railroaders Memorial Museum in cooperation with Conrail. For information, contact: Convention & Visitors Bureau of Blair County, Route 220 & Goods Lane, Altoona, PA 16602.

(Continued on Page 8)



Amtrak's future is once again in possible jeopardy as politicians play "chicken" over the Corporation's Fiscal Year 1996 appropriations. The divisive issue concerns the attachment of labor reform provisions which some members of Congress have vowed to vote down. If the system is forced to shut down on September 30, the resulting payoffs to employees may well exceed any cost to keep Amtrak running, and no one has addressed where that money would come from. Also, if Amtrak is forced to shut down, what will become of the commuter agencies who use its facilities. Stay tuned and don't give up hope!

The Cape Codder has been running its diagrammed consist of two 84-seat Amcoaches and a food service car this summer, and this has been more than sufficient for loadings to date.

Schedules of the California Zephyr and Desert Wind will be rearranged in October to free up one set of Superliner cars. After that date, the Los Angeles consist will leave that city on Sunday, Tuesday and Thursday (instead of Monday, Wednesday and Friday), and will leave Chicago Monday, Thursday and Saturday for L.A. (instead of Monday, Wednesday and Friday). The Oakland section will continue to operate the other four days and the frequency of the tri-weekly Pioneer apparently is not affected.

Two midwestern states have arranged to subsidize additional Amtrak service, with a second round-trip restored between St. Louis and Kansas City and a fifth and sixth Chicago-Milwaukee round trip restored.

P32 locomotives #501 and 502, purchased by California for the San Joaquins, are being repainted in a scheme similar to the "Amtrak California" colors applied to some new GM locomotives. They'll be renumbered to 2051 and 2052.

As of early July, Amtrak had received its full complement of Superliner II sleepers, diners and lounges. Production has now shifted to the remaining 73 cars, and the first of 38 coaches and 35 transition sleepers has already come off line.

A new Amfleet I coach series has been formed-- the 21600 series cars, which will be handicapped accessible, with door modifications and wheelchair tie-down devices. The coaches will have 74 seats instead of the normal 84, and 21600 and 21601 have already been released. It's believed there will be one of these cars on each principal Corridor train.

Amtrak continues to perform overhauls on a limited number of Heritage fleet cars-- baggage, MHC and diners as a rule. The three baggage cars being rebuilt with trainlines, huge "Vermonters" emblems and ski racks have been renumbered 1800-1802, from 1136, 1175 and 1182, respectively.

Two recent sales offers from Amtrak include some work cars and certain locomotives and passenger cars as follows: SW1 732 (worn out), Turboliner cab 66 (fire-damaged), CF7 584, power car 685 and Amfleet II coach 26002 (ex-25002) (wrecked).

Available for inspection at Beech Grove in early August were baggage dorms 1610, 1624, 1629 and 1631, lounges 3101, 3105, 3107, 3108, 3110, 3121, 3125 and 3126, coaches 4000, 4016, 4648, 4722, 4724, 4727, 4728, 4730, 4732, 4735, 4740 and 4741, and dome coaches 9401 and 9402.

Stored and available at Hialeah, FL, were 10-6 sleepers 2441, 2443, 2448, 2451, 2452, 2881, 2882, 2883, 2888, 2889, 2923, 2984, 2986, 2988 and 2990, baggage dorm 1614, and lounges 3114, 3118, 3119 and 3124.

Amtrak is relaying concrete ties between Elizabeth and Newark, NJ. Also, enhanced facilities are being prepared to accommodate passengers and equipment at Pittsburgh when the Broadway Limited is replaced by an additional Amfleet train to the Steel City. Being developed, too, are service levels for the shortened Cardinal.

Los Angeles has reached a respectable level of commuter rail service. Summer requirements have reached 19 locomotives and 76 bi-level cars. Consists range from three to six cars per train. Further expansion is planned, but must await the uncertain delivery of commuter cars on order from Morrison Knudsen.

In Chicago, METRA's distinctive "Winnebago" F40's are assigned to the Burlington Northern and former Rock Island lines, where they work alongside conventional F40's. The only examples of the 173 new cars on order from Morrison Knudsen, ten to date, are assigned to the Rock Island. More than half of the bi-level electric cars on the former Illinois Central have been refurbished and appear in an attractive red, blue and silver-grey scheme.

The Long Island Rail Road is in a world of its own as any rush-hour visit to Jamaica will attest. I spent a recent Friday looking primarily at the diesel-hauled trains. Amazingly, this whole imposing plant remains almost pristine Pennsylvania Railroad in its architecture, signals and towers. Downstairs in the main Jamaica station, the date "1911" is carved into a passageway wall, giving mute testimony. None of the Amtrak-style "color position" signals here--all amber position lights (or white dwarfs).

(Continued on Page 8)

## ON THE SCENE (Continued from Page 7)

Naturally, the 930-odd Metropolitan multiple-unit cars dominate the action, but even they wear some varied paint schemes. Diesels, meanwhile, may be MP1500's or GP38-2's while power cars can be former EMD or Alco cabs, or even other MP1500's. Two SW1001 switchers (102 and 104) are in the old gray/orange scheme with the "Dashing Dan" emblem I used to detest. These units are often used as protect power to rescue any stranded MU's.

Locomotive-hauled coaches are either former MU's, or those built new as coaches (both date from 1955-56), but 28 newer cars were built as "World's Fair" MU's in 1963. Precursors of the future are ten low-profile double-deck cars which form an eight-car train from Port Jefferson to New York's Penn Station (rebuilt FL9's power the train on each end).

You can get 11 cars on the Jamaica platform, so a few 12-car trains of MU's leave the rear pair's doors unopened. Only the 14-car Friday edition of the Cannon Ball doesn't fit, and the LIRR pulls the first two coaches off the east end of the platform and leaves the sixth parlor car beyond the west end.

There are 12 parlor cars, seating about 45 in "two-and-one" seating, and these are trimmed in red instead of blue, and all are assigned on summer Fridays to Montauk (much less use during the winter months).

Some locomotives are named, and a few units and power cabs have been repainted, but, by now, cars and locomotives are getting a bit faded, and obviously, the 23 new locomotives and 114 new bi-levels over the next several years will clean out most of the old stock.

The Pennsylvania Railroad was a pioneer in developing all-steel "postal" cars, or Railway Post Offices. In fact, correspondence suggests that this development preceded the issuance of government standards, and provoked considerable discussion in the 1930's about bringing these cars "up to code".

The PRR built 119 M70-class cars at Altoona between 1907 and 1911 (52 of which were for the Lines West). Soon after came two similar M70A's. All were built with 3C-P1 friction-bearing six-wheel trucks and clerestory roof. In addition to these cars, the PRR had a fleet of mail-baggage cars in both short and long versions, but we'll describe them another time.

In 1922, four cars were damaged in various fires and eventually rebuilt as 70-foot baggage cars 6466-6469, later renumbered to 6051-6054. Six other cars were wrecked, or, in two cases, converted to instruction cars. This left 111 cars.

In December 1933 and September-December 1935, 31 cars were modernized as class M70B full postal cars, including a new "wagon top" (arch) roof but largely retaining the original trucks. Baggage-mail cars had reached class BM70L, a group of ten cars built with 15-foot RPO sections and numbered 5421-5430. So, when the decision was made to rebuild some cars with a "standard" 60-foot RPO compartment and a ten-foot baggage room, the class would be BM70M and 48 cars rebuilt in 1936-37 were renumbered to 5440-5487. In 1939, another 15 cars were rebuilt as class BM70N, numbers 5235-5249.

If you are keeping track, this left 17 cars, unrebuilt. In 1942, these were rebuilt to B70's 6012-6028, in the midst of other cars rebuilt from various cars built originally as 30-foot RPO's. Postwar, several cars, including the 6546-Robert R. Hannegan, received improvements and an assignment on the Broadway Limited. However, the class remained the same.

In a general postwar renumbering, the 31 M70B full postal cars were grouped into the 6501-6531 series, the 15 BM70N's became 6532-6546 and 46 surviving BM70M's became 6547-6592. Although the PRR had initially numbered many of its new mail cars into the 6500 series and all of the survivors eventually again became 6500's, most cars received different numbers the second time around.

Many cars now received roller-bearing six-wheel trucks salvaged from combines and diners. But, the final development was the rebuilding of 14 M70B's into class BM70NB mail-baggage cars. These were rebuilt between 1950 and 1953 and kept their existing numbers within the 6501-6531 series. They had modernized windows and received high-capacity four-wheel trucks similar to those applied to modernized business and dining cars.

A few minor changes remained (6570 became a class BM70MA and some surviving M70B's were reclassified as M70BA in the mid-1950's. Many of these cars survived into the Penn Central era but soon only a handful were retained to work the New York-Washington mail train alongside five lightweight cars rebuilt from baggage-dorms and baggage-lounges.

## EXTRA LIST (Continued from Page 6)

OCTOBER 15: New England fall foliage excursion from Boston, MA to Windsor, VT and return via Conrail and New England Central Railroad, using chartered Amtrak train, sponsored by Mystic Valley Railway Society. Train leaves Boston South Station at 7:55 AM. Fares: \$65 adults, \$50 children (5-16), including lunch. For tickets and information, contact: Mystic Valley Railway Society, P. O. Box 486, Hyde Park, MA 02136 (telephone 617-361-4445).

OCTOBER 21: Fall excursion from Lancaster and Harrisburg to Johnstown and Pittsburgh, PA and return, including loop via freight-only Mon Line in Pittsburgh and Conrail mainline, sponsored by Lancaster Chapter NRHS. Chartered Amtrak train will be used. Fare: \$83. For tickets and information, contact: Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566, enclosing stamped, self-addressed envelope.

OCTOBER 21-22: Philadelphia TrolleyFest '95 sponsored by SEPTA, 10 AM-6 PM both days. Principal location will be at Market East Station in center city but events will occur elsewhere as well, featuring vintage trolleys and buses, shop tours, exhibits and memorabilia sales. For information, telephone SEPTA at 215-580-3773.



## MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS

(Part V)

(Corrected to June 1, 1995)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER / NUMBER
TOWANDA-MONROETON SHIPPERS LIFELINE (TMSL), Monroeton, PA						
26	B-B	SW1	D/E	EMD	1939	Canton 26
TYBURN RAILROAD (TYBR), Morrisville, PA (Note)						
390	B-B	45-ton	D/E	GE	1942	U. S. Army
400	B-B	44-ton	D/E	GE	1947	Hoboken Shore 700
Note: Locomotive also based at Lancaster, PA						
UNION COUNTY INDUSTRIAL RAILROAD (UCIR), Winfield, PA (Notes 1, 2)						
1500	B-B	SW8	D/E	EMD	1953	Conrail 8618
2233	B-B	GP30	D/E	EMD	1963	Conrail 2233 (Note 3)
9425	B-B	SW1	D/E	EMD	1950	Conrail 8525
Note 1: Includes operations of West Shore Railroad (WTSE) and Lewisburg & Buffalo Creek Railroad (LBCR)						
Note 2: Locomotive also based at Lewisburg, PA						
Note 3: Owned by private individual						
UPPER MERION & PLYMOUTH RAILROAD (UMP), Ivy Rock, PA						
9007	B-B	SW9	D/E	GMD	1951	Brandywine Valley 8206
9008	B-B	NW2	D/E	EMD	1947	Texas & Pacific 1002
9009	B-B	SW7	D/E	EMD	1950	Conrail 9087
VIRGINIA RAILWAY EXPRESS/NORTHERN VIRGINIA TRANSPORTATION COMMISSION (NVTC), Washington, DC (Note 1)						
V01	B-B	RP39-2C**	D/E	EMD/MK	1966	CSX 6669 (Note 2)
V02	B-B	RP39-2C**	D/E	EMD/MK	1967	CSX 6712 (Note 2)
V03-V06	B-B	RP39-2C**	D/E	EMD/MK	1971	CSX 6569, 6559, 6789, 6617 (Note 2)
V07	B-B	RP39-2C**	D/E	EMD/MK	1967	CSX 6821 (Note 2)
V08	B-B	RP39-2C**	D/E	EMD/MK	1971	CSX 6841 (Note 2)
V09	B-B	RP39-2C**	D/E	EMD/MK	1967	CSX 6814 (Note 2)
V10	B-B	RP39-2C**	D/E	EMD/MK	1971	CSX 6591 (Note 2)
V20	B-B	RP40-2C**	D/E	EMD/MK	1969	CSX 6648 (Note 3)
V21	B-B	RP40-2C**	D/E	EMD/MK	1968	KCS 4759 (Note 3)
Note 1: Locomotives also based at Fredericksburg, Manassas, VA						
Note 2: Rebuilt by MK 1991-92 from GP40's						
Note 3: Rebuilt by MK 1993 from GP40's						
** - Equipped with head-end power						
WALKERSVILLE SOUTHERN RAILROAD (WS), Walkersville, MD						
1	0-4-0	JLB	G/M	Plymouth	1943	Wilmington & Western 1
WANAMAKER, KEMPTON & SOUTHERN RAILROAD, * Kempton, PA						
2	0-4-0T		Steam	Porter	1920	Colorado Fuel & Iron 2
20	0-4-0		G/M	Whitcomb	1932	Not known
35	B-B		G/E	Mack	1939	Mack Trucks 3 (Note 1)
65	0-6-0T		Steam	Porter	1930	Safe Harbor 65
602	B-B	70-ton	D/E	Whitcomb	1944	Gulf Oil 7 (Note 2)
Note 1: Rebuilt from electric locomotive (originally built 1927)						
Note 2: Leased from Anthracite Railroads Historical Society						
WESTERN MARYLAND SCENIC RAILROAD, * Cumberland, MD						
199	B-B	RS3	D/E	Alco	1954	Delaware & Hudson 4075 (Note)
734	2-8-0		Steam	BLW	1916	Lake Superior & Ishpeming 34
800	B-B	FPA4	D/E	Montreal	1959	VIA Rail Canada 6780 (Note)
1689	C-C	RSD5	D/E	Alco	1954	Chicago & North Western 1689 (Note)
Note: Owned and operated by private contractor						
WILMINGTON & WESTERN RAILWAY(WWRC)/WILMINGTON & WESTERN RAILROAD, * Marshallton, DE						
37	2-8-2T		Steam	Alco	1924	Pacific Lumber 7
92	2-6-0		Steam	Canadian	1910	Canadian National 92
98	4-4-0		Steam	Alco	1909	Mississippi Central 98
114	B-B	SW1	D/E	EMD	1940	Ocean City Western 114
4662	Railcar	OEG350	D/E	Pullman/Brill	1929	PRR 4662
8408	B-B	SW1	D/E	EMD	1940	Baltimore & Ohio 8408

(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>WINCHESTER &amp; WESTERN RAILROAD (WW), NEW JERSEY DIVISION, Bridgeton, NJ (Note)</u>						
459	B-B	GP9	D/E	EMD	1955	Norfolk & Western 2459
475	B-B	GP9	D/E	EMD	1955	N&W 2475
517	B-B	GP9	D/E	EMD	1958	N&W 2517
520	B-B	GP9	D/E	EMD	1958	N&W 2520
732	B-B	GP9	D/E	EMD	1955	Conrail 7323
811	B-B	GP9	D/E	EMD	1959	N&W 1481

Note: Locomotive also based at Millville, NJ

<u>WINCHESTER &amp; WESTERN RAILROAD (WW), VIRGINIA DIVISION, Gore, VA</u>						
351	B-B	RS11	D/E	Alco	1957	Norfolk & Western 351
403	B-B	GP9	D/E	EMD	1954	Southern Pacific 3403
445	B-B	GP9	D/E	EMD	1955	SP 3445
498	B-B	GP9	D/E	EMD	1956	N&W 2498
605	B-B	RS11	D/E	Alco	1956	Central Vermont 3605
709	B-B	GP9	D/E	EMD	1956	Conrail 7090
863	B-B	RS11	D/E	Alco	1959	N&W 2863
3611	B-B	RS11	D/E	Alco	1956	CV 3611

<u>YORKRAIL (YKR), York, PA</u>						
1500	B-B	CF7	D/E	EMD	1953	Santa Fe 2417 (F7A 275L)
1750	B-B	GP9	D/E	EMD	1956	Baltimore & Ohio 6544
1752	B-B	GP9	D/E	EMD	1956	B&O 6537
1754	B-B	GP9	D/E	EMD	1956	B&O 6490
1756	B-B	GP9	D/E	EMD	1956	B&O 6486

## ABBREVIATIONS

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

Alco - American Locomotive Company/Alco Products, Inc., Schenectady, NY  
ABB - Asea Brown Boveri, Vasteras, Sweden  
BLH - Baldwin-Lima-Hamilton, Eddystone, PA  
BLW - Baldwin Locomotive Works, Eddystone, PA  
EMD - Electro-Motive Division, General Motors Corp./EMC-Electro-Motive Corp., LaGrange, IL  
GE - General Electric Company, Erie, PA  
GMD - General Motors Diesel, Ltd., London, Ontario  
MK - Morrison Knudsen, Boise, ID  
RLI - Republic Locomotive Inc., Greenville, SC

## SOURCES

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Susquehannock, Central Pennsylvania Chapter, NRHS, Allen Bubb, Editor  
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Crew Caller, West Jersey Chapter NRHS, William J. Coxey, Editor  
Harrisburg Rail Review, Harrisburg Chapter NRHS, Fred Wertz, Editor  
Hostler, Hawk Mountain Chapter NRHS, Kenneth Bealer, Editor  
Jersey Central News, Jersey Central Chapter NRHS, Carl Perelman, Editor  
Cinders Staff

Richard O. Adams

J. B. Kirk

John Petko

The Editor requests that corrections and additions to this listing be directed to his attention.

## ATWATER KENT MUSEUM PLANNING PHILADELPHIA RAIL EXHIBIT

"Philadelphia on Track: Rail Transportation and the History of Philadelphia" is the title of a proposed major exhibit at the Atwater Kent Museum, 15 South 7th Street. It will explain how the railroads and traction lines helped shape the City in the 19th and 20th Centuries.

Much material has already been gathered, but anyone who has a particularly distinctive photo or artifact of some aspect of these industries prior to 1900 is invited to contact the exhibit coordinator. She is Carol Benenson Perloff of Carol A. Benenson & Associates, 455 Glen Rock Drive, Wynnewood, PA 19096 (telephone 610-649-7774).

## REDEDICATED FP7'S FEATURED IN MAGAZINES

Former Reading FP7 locomotives #902 and 903, owned respectively by Lancaster and Philadelphia Chapters NRHS, appeared in color last month on the pages of two major rail magazines. In the July issue of Railpace the restored units were shown on the cover along with Lehigh Valley-painted F7's #576 and 578, now owned by the United Railroad Historical Society of New Jersey. Both sets of units made their dedication runs on the same day, Saturday, May 20, NRHS's on the Delaware Valley Railway out of Kennett Square, PA, and the URHS units on NJ Transit out of Hoboken. Railpace also included a one-page report on the Kennett Square event. The September issue of Railfan & Railroad included a photo of the FP7's during the night photo session of May 21 at Kennett Square.

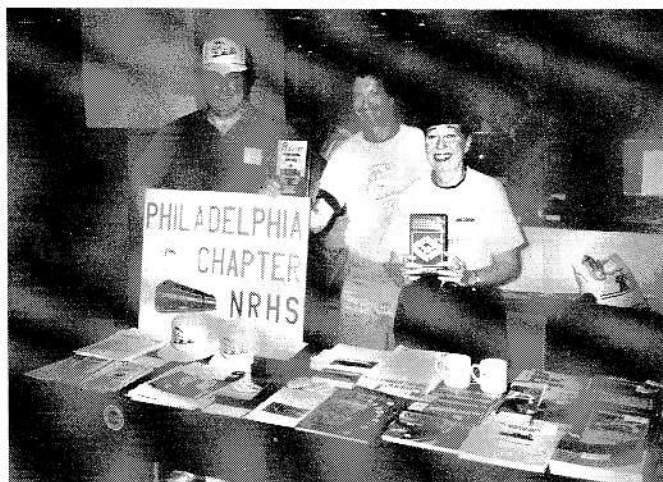
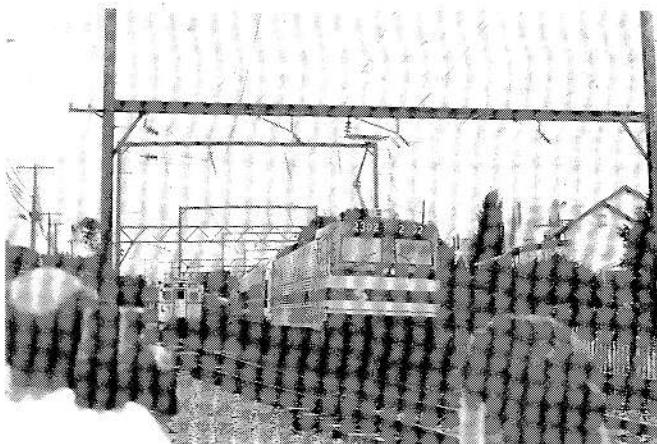
## FP7'S STAR AT NRHS LANCASTER CONVENTION (Continued from Page 2)

(afternoon) were the SEPTA engineers, and John Ricciardi was the SEPTA conductor on the first half of the trip. Photo stops were made at Lansdale, Glenside, Airport, West Trenton and Market East Station. The returning train departed on time from 30th Street at 4:20 PM.

At the June 30 directors meeting, National President Greg Molloy unveiled his long-range Organizational Renewal Program for NRHS, which will study ways to improve and expand the services provided to members. New fundraising ideas were discussed, and Vice President Larry Eastwood reported on expansion of the national office in Philadelphia, including the successful move of the William C. Wagner collection of 370 hardcover books and other rail material to the NRHS Library over the weekend of June 24-25. Those participating were Larry and Marie Eastwood, Lew Hoy, Dave Kopena, Pete Senin and Frank Tatnall, with assistance from Pat Wagner, Bill's widow. The directors accepted a bid from the Central Coast Chapter for the 1999 national convention to be held in Sacramento, Calif. (Next year will be in Charlotte, NC and 1997's convention will be in Salt Lake City, UT). A Railway Heritage Grant of \$5,000 was awarded to the Washington, DC Chapter to help with upgrading of its operating Pullman car *Dover Harbor*. A public relations manual and press kit was distributed to directors, and the Society's financial condition was reported to be healthy. There were 89 national directors in attendance, including Frank Tatnall from Philadelphia.

The Lancaster Chapter, Convention Chairman Ron Irwin and its many members who helped make this convention a success are to be congratulated. Nelson and Cindy Bowers were in charge of all rail excursions. A total of 956 persons registered for the convention, with 3,316 tickets sold for the various events.

The official video of the entire convention may be ordered for \$37 per copy (including tax and shipping) from: Lancaster Chapter NRHS, P. O. Box 643, Quarryville, PA 17566-0643.



Two events in the 1995 NRHS annual convention were closely tied to Philadelphia Chapter. On Thursday, June 29, recently-restored Reading FP7's headed a special train on the Reading & Northern from West Leesport to Mount Carmel Junction, PA and return. Lancaster Chapter-owned FP7 #902 seems to be exchanging pleasantries with R&N U23B #2398 at Port Clinton, PA prior to a photo runby staged for the passengers. Philadelphia Chapter's #903 trailed the 902. These "senior citizens" are 28 years older than the 2398, also painted in Reading-style colors. Above right, SEPTA AEM-7 #2302 heads a five-car convention excursion train on a runby at Glenside, PA on Sunday, July 2. Philadelphia Chapter members helped supervise this trip. Left, members staff a Chapter table at Greenberg's Great Train Show at Valley Forge Convention Center on Sunday, June 18. From left, they are: Mike Hopkins, Harry Garforth, Sheila Dorr.

--ALL PHOTOS BY FRANK TATNALL

## GREAT TRAIN STORE TO OPEN AT KING OF PRUSSIA

The Great Train Store, which has outlets in St. Louis Union Station and Washington Union Station, among other locations, will be opening a new store in the King of Prussia Mall near the new Nordstrom store, currently under construction.

The Great Train Store is hiring assistant managers, sales associates and stock personnel, with employment expected to begin October 1, 1995, and anticipated store opening November 1. For information, contact: Kate Gelches, The Great Train Store, 50 Massachusetts Avenue, N.E., #109, Washington, DC 20002. The telephone number is 202-371-2881, and you are requested to tell them that you have been referred by the Philadelphia Chapter, National Railway Historical Society.



## PHILADELPHIA EXPRESS (Continued from Page 5)

CONRAIL will introduce a new paint scheme with its SD80MAC locomotives which start arriving from EMD this fall. The 4100-series units will still be blue but will be distinguished by a broad white band starting on the cab sides and ending in a downward point on the nose, with "CONRAIL QUALITY" lettered in the middle. A color drawing was published in the employee magazine *Inside Track*. CONRAIL expects to issue a consolidated employee timetable on July 23 for all six divisions. Two boxcars of paper derailed on CONRAIL's Bustleton industrial track June 19 near Northeast Philadelphia Airport, collapsing a small bridge. It has been replaced.

CONRAIL will sell retired GP8's #5401 and 5405 to the NITTANY & BALD EAGLE, where they will become NBER #1601 and 1602 respectively. Both were rebuilt from GP7's in the early days of Conrail (Conrail Historical Society Form D). The WESTERN MARYLAND SCENIC RAILROAD is buying two retired CONRAIL GP30's, #2175 and 2249 (Form D). NORTH SHORE RAILROAD has acquired CONRAIL SWBM #8679 and renumbered it 366 to follow its two other ex-CR SWBM's. John Nolan, operator of the BRISTOL INDUSTRIAL TERMINAL RAILWAY, has won a five-year contract with PennDOT to operate three ex-Reading branches--Perkiomen, Colebrookdale and Kutztown--formerly run by the BLUE MOUNTAIN & READING and before that by Anthracite Railway. Effective July 1, the new EAST PENN RAILWAYS took over, shifting ex-CANADIAN NATIONAL RS18 #22 from Bristol and acquiring SW900M #52 from the PHILADELPHIA, BETHLEHEM & NEW ENGLAND. It's also reported that Nolan has purchased an ex-New York Dock General Electric 50-ton unit.

A Federal judge last month headed off a threatened strike against NJ TRANSIT by the Brotherhood of Locomotive Engineers (DVARP). An NJT proposal to operate commuter rail service over a little-used CONRAIL branch between Monmouth Junction, Jamesburg, Freehold, Farmingdale and Lakewood has aroused the ire of nearby residents. Two new stations would be built in South Brunswick (Dick Adams). CONRAIL has still not delivered those four rebuilt GP40 locomotives to NJT, to be used in work train service. Units #3189, 3196, 3197 and 3008 will become GP40-2's #4300-4303 respectively (Jersey Central Chapter News). SOUTHERN RAILROAD OF NEW JERSEY reportedly has sold its last GE U30B, #2884, to the WHEELING & LAKE ERIE (Carl Perelman). SMS RAIL SERVICE is said to be acquiring two ex-TRONA RAILWAY Baldwin AS616 units from the Muskogee (OK) Port Authority for a new operation in this area (Carl Perelman). The Atwater Kent Museum is preparing to mount an exhibit entitled "Philadelphia On Track: Rail Transportation and the History of Philadelphia."

## AMTRAK HISTORICAL SOCIETY REBORN AT CRITICAL TIME

Founded in 1991, the Amtrak Historical Society had become inactive when new leadership recently decided to revive the organization. With many people fearing that Amtrak, as it is presently organized, may soon pass into history, this may be an appropriate time to have an Amtrak Historical Society.

Annual memberships are only \$10 per year, and include a subscription to the Society's quarterly publication the *Observation Car*. Contact the Amtrak Historical Society, P. O. Box 804677, Chicago, IL 60680-4108.

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