



CINDERS

JUNE

1995



IN THIS ISSUE

Philadelphia Chapter News.....	1, 2
Photo Page.....	3
PHILADELPHIA EXPRESS, by Frank Tatnall.....	4
Extra List.....	7
Locomotive Rosters of Area Shortlines, Part IV.....	8
ON THE SCENE, by El Simon.....	11

Volume 56

Newsletter of the

Number 6

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

READING FP7'S MAKE SUCCESSFUL DEDICATION RUN

It was a warm and pleasant Saturday morning, May 20, as former Reading FP7 diesels #902 and 903 gleamed in the sunlight in front of the Delaware Valley Railway station at Kennett Square, PA. A crowd was gathering for the advertised dedication ceremony to begin at 10:30, which would culminate a five-year-long restoration project carried out by members of the Philadelphia and Lancaster Chapters. Philadelphia owns the 903 and Lancaster the 902.

After welcoming remarks by Ralph Iden, director of public affairs for DV's parent company RailAmerica, Vice President-Operations Jack Conser and the invocation by Rev. Philip K. Smith of Pottstown & Reading Chapter, NRHS National President Emeritus Nelson Bowers took the podium to start the ceremony. He was followed by Philadelphia's National Director Frank Tatnall who spoke on the history of the two locomotives since their construction by Electro-Motive Division nearly 45 years ago, in June 1950, through their ownership by the Reading, Conrail, SEPTA and finally NRHS. Lancaster Chapter President Dennis Allen, who also said he was 45, described the support efforts--financial and otherwise--which made this restoration a reality. Project Coordinator Cindy Bowers of Lancaster Chapter then thanked the many volunteers from both chapters who have labored over the years to bring the historic units back to life.

Finally, surrounded by a group of former Reading employees and assisted by her grandson, Mrs. Richard B. Hoffman broke a bottle of Chester County champagne over the pilot of locomotive 902 with these words: "To the Reading Company, in honor of the men and women who worked for her and their service to the nation...In the glory of God, I christen thee Reading 902." Mrs. Hoffman, widow of Richard B. Hoffman who was the last general manager of the Reading and a Philadelphia Chapter member, then repeated the ceremony to dedicate the 903. Afterward, everyone enjoyed hot dogs and refreshments provided by the women of the Kennett Square Fire Company and paid for by NRHS.

Resplendent in their black, green and gold Imron paint, the two units looked for all the world like they did in 1950. Both were started and, as the sounds of their long-idle EMD 567 engines wafted over the spectators, they were coupled to three ex-Erie Lackawanna coaches and a caboose now owned by the Brandywine Scenic Railway. Newly-acquired DV Alco RS32 locomotive #212 was coupled to the rear and everyone--NRHS members, invited shippers, elected officials and local citizens--was invited aboard for a special 20-mile run to Pocopson and return. Philadelphia's #903 was on the point as the train rumbled over the onetime Pennsy and Reading rails now operated by Delaware Valley. Upon arrival at Pocopson, the passengers detrained and a photo runby was staged in front of the 19th Century ex-Wilmington & Northern station, now a veterinary office. With the assistance of the Alco, the train was switched and the FP7's run around to the south end for the return to Kennett Square. With #902 now in the lead, the FP7's did all the work on the uphill climb as the RS32 idled behind the twin cab units. Both locomotives performed well on this their first run at the headend of a train in 14 years.

Philadelphia Chapter members active in the restoration project turned out as a group for this memorable day. They included Project Leaders Mike Hopkins and Bob Morris, John Burke, Larry Eastwood, Bill Gardiner, Harry Garforth, Bruce and Virginia Irvin, Frank Lancaster, Paul Skvarla and Frank Tatnall. They can be proud of their accomplishment.

After completion of some additional repairs, including replacement of a cylinder head on the 903 and other anticipated work, the units will move to Reading via Conrail for use on a Reading & Northern special scheduled for June 29. This excursion will be a highlight of the 60th anniversary NRHS convention hosted by the Lancaster Chapter.

CHAPTER SUMMER DINNER SET FOR AUGUST 18

Philadelphia Chapter's traditional summer dinner will be held this year at Moonstruck Restaurant (formerly DiLullo's), 7955 Oxford Avenue in Northeast Philadelphia, on Friday, August 18. A choice of three entrees will be available, with an expected price of about \$25 per person. Full details will be published in August Cinders, but it is suggested that members mark their calendars now for this outstanding evening of good food and fellowship. Note: Moonstruck is close to SEPTA's Fox Chase R8 station.

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

CHAPTER OFFICERS

President.....	Douglas W. Watts	(610)	259-4226
Senior Vice President.....	Leslie J. Dean	(610)	586-7294
Vice President & Treasurer.....	William M. Gardiner	(215)	632-7016
Secretary.....	Marie K. Eastwood	(215)	947-5769
National Director.....	Frank G. Tatnall, Jr.	(610)	828-0706
Historian.....	Larry A. DeYoung	(908)	788-7895
Editor.....	R. L. Eastwood, Jr.	(215)	947-5769

COMMITTEE CHAIRS

Equipment and Trip.....	Michael F. Hopkins	(717)	355-2035
Equipment Volunteer Coordinator.....	Robert F. Morris	(610)	543-8010
Membership.....	Sheila A. Dorr	(610)	642-2830
Program.....	Leslie J. Dean	(610)	586-7294
Publicity.....	Thomas F. Moran	(609)	361-1836
Sales.....	Harry Garforth, Jr.	(215)	671-0983

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!

CINDERS is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding *Cinders* should be directed to the Editor at P. O. Box 7302, Philadelphia, PA 19101-7302.

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

OUR MEETING:

FRIDAY EVENING, JUNE 16, 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 June 16 meeting will feature Rail Photographer Art Megraw, who will present a slide lecture on "The Transition to Conrail", screening many slides from the early days of Conrail, featuring the rainbow of paint schemes from locomotives of the predecessor roads. It's been almost two decades since Conrail was formed, and we'll have a chance to take a look back at an unforgettable period in Northeastern rail history.

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, JUNE 13, 1995, to National Director 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 join us as we close our 1994-95 meeting season with a look back at the early days of Conrail, on Friday, June 16. Bring a friend!

CHAPTER VOLUNTEERS COVER THREE "SHOWS" IN MAY

Philadelphia Chapter members staffed tables at three events last month to sell books, T-shirts and other items and distribute membership applications. At the Lansdowne station rededication on Saturday, May 6, Philadelphia NRHS and the Pennsylvania Railroad T&HS were the only rail-oriented groups represented, both manning outdoor tables in the parking lot on a beautiful sunny day. Those participating were Sheila Dorr, Harry Garforth, Mike Hopkins, Frank Tatnall and Doug Watts. West Jersey Chapter Member Jim Kranefeld, art director for the National Railway Bulletin and a Lansdowne resident, was also on hand to display one of his original paintings--a Lehigh Valley streamlined Pacific.

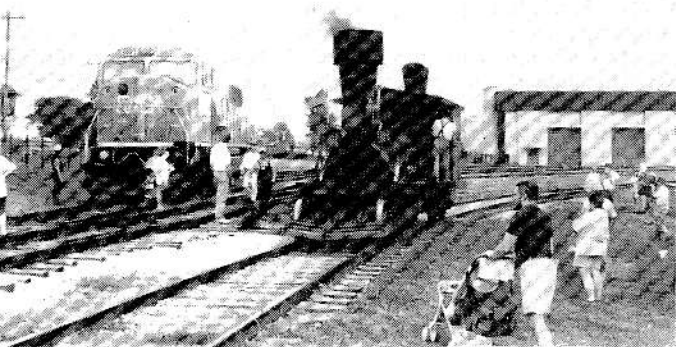
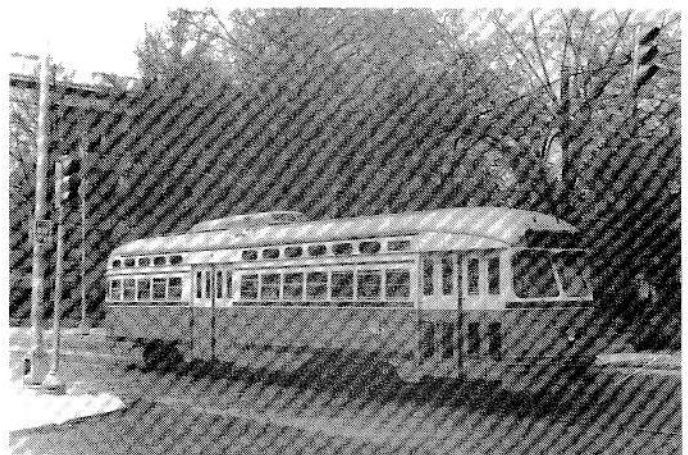
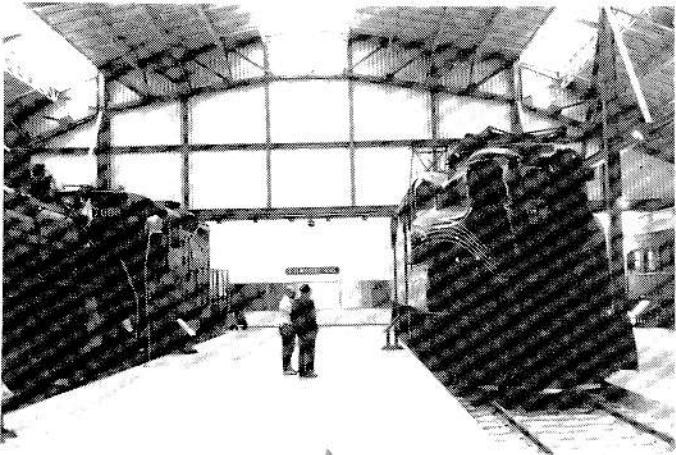
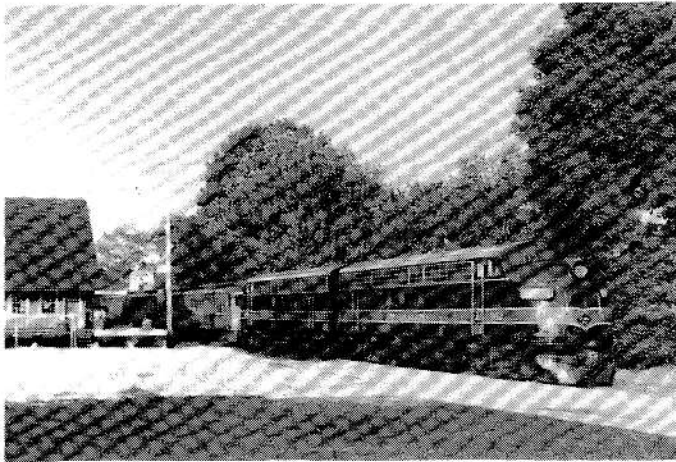
On Saturday, May 20, the Delaware Transportation Festival was again staged at the Amtrak station in Wilmington, this event taking place at the same time as the dedication of the NRHS-owned FP7's at Kennett Square, PA (see separate story). Staffing the table at Wilmington were Wayne Bode, Roger Cole, Harry Garforth and Roy Soukup. The next day, Sunday the 21st, Philadelphia Chapter maintained a table in the Railroad Museum of Pennsylvania at Strasburg, during the grand opening weekend of the new Railroaders' Hall. Holding down the assignment were Sheila Dorr, Mike Hopkins and Paul Skvarla.

The Chapter appreciates the efforts of all these members, and seeks additional volunteers for coming events this year. Those interested should telephone Sales Committee Chairman Harry Garforth at 215-671-0983.

UNITED KINGDOM CHAPTER SAYS "COME ON OVER!"

If any members are planning a rail-oriented vacation to the British Isles this season, the United Kingdom Chapter offers its assistance. "Our own knowledge covers both mainline and preserved operations, standard gauge as well as narrow, and we also have contacts with experts on Irish Railways and the nearer European operations just beyond the Channel Tunnel," says U.K. Member John White. "We can also advise on locations that will suit the non-rail-minded members of your party...We number amongst our membership both current British Rail employees as well as volunteers who work on preserved railways, so if you want first-hand knowledge on how things are or were done then contact us," he suggests. There is no charge for the service, but U.K. members visiting the U. S. may seek reciprocal advice.

The contact address for written inquiries is: United Kingdom Chapter NRHS, The Sidings, St. Marys Close, Hamstreet, Ashford, Kent, England TN26 2DX. The use of airmail is recommended, and adequate notice is needed for a proper response. U.K. Member Tim Bourne can also be reached via CompuServe E-mail at 100013,315, and Ron Keevilat 100121,1521.



TOP LEFT: Lancaster and Philadelphia Chapters' restored Reading FP7 locomotives #902 and 903 pose for their picture at the Delaware Valley Railway station, Kennett Square, PA, on May 21. The previous day, the locomotives had headed a dedication special to Pocopson and return (See Page 1). TOP RIGHT: Chapter Member Bruce Irvin puts the finishing touches on the cab glazing in FP7 #903, owned by Philadelphia Chapter, during a work session at Pocopson. ABOVE LEFT: The bright, new Railroaders' Hall at the Railroad Museum of Pennsylvania, Strasburg, as seen on May 21, two days after dedication ceremonies to mark completion of the \$2.6-million project. Philadelphia Chapter was represented here with a sales and membership table. ABOVE RIGHT: SEPTA's recently-repainted silver-and-cream PCC #2728 pauses for photos on Girard Avenue, April 23, during Philadelphia Chapter's inaugural charter with this "Welcome Line" car. LEFT: During the three-day celebration at the Railroad Museum in Strasburg last month, the rare sight of a brand-new Conrail SD60I locomotive meeting the John Bull replica under steam was enjoyed by visitors.

--Photos by FRANK TATNALL

REMAINING SEPTA PCC CARS LISTED

As of May 15, 1995, SEPTA still rostered 60 intact PCC cars, though it plans to retain only about 20 with the others to be sold. At mid-month one car, #2129, was enroute by truck to a proposed tourist operation in Colorado Springs, CO.

Following is a list of SEPTA's remaining PCC's, as furnished by the Light Rail Division:

2054-His	2114	2150	2168-CHT	2190	2711	2726-Elm	2739	2753	2780
2093	2118	2156	2171	2191	2712	2728-PHT	2741	2758	2783
2097	2131	2158	2175	2194-TC	2716	2730	2746	2760	2785-CHT
2102	2141	2159	2181	2196	2717	2732-PHT	2747	2761	2790
2107	2142	2160-LM	2182-Elm	2197	2722	2733	2748	2770	2798
2109	2143	2163	2187-TC	2704	2723	2738	2750-CHT	2777	2799-PHT

His=Historic air car LM=Line maintenance car assigned Elmwood
 CHT=Assigned to Chestnut Hill Trolley Elm=Active car assigned Elmwood
 TC=Converted tower car assigned Woodland
 PHT=To be assigned Route 51 Philadelphia Historic Trolley Loop
 NOTE: Does not include 7 cars ready for scrap

PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA has identified the sites for 35 regional transportation centers throughout its five-county area, some of which would be served by Regional Rail as is the model Norristown Transportation Center. Improvements to existing stations through the "lease and maintain" program or community involvement are also being pushed by SEPTA--the latter course exemplified by last month's rededication of Lansdowne station. The SEPTA region contains an astonishing 239 separate municipalities.



Latest counts show the new University City rail station is handling between 580 and 720 in-or-out riders daily. The \$9-million station was funded by the City of Philadelphia as part of the Airport Line construction grant of 1983.....A group known as Friends of Wallingford Train Station is attempting to lease the station on the Media-Elwyn line in order to begin a rehab project.....SEPTA has begun repair work on the Cynwyd station, now terminus of the Ivy Ridge Line, and plans to erect a shelter at Bala to replace the old station which was demolished last year.....Work continues in and around the Lansdale station in a preliminary phase of the promised \$4.5-million restoration of the historic ex-Reading building and expansion of the surrounding parking area. In March, SEPTA crews began tearing out some tracks in the freight yard and realigning others to create space for new parking lots. With completion of "Land" interlocking in February, SEPTA redesignated the old Lansdale siding or "plug" track as track #1, and the former Doylestown Line single track between "Dale" and "Land" as #2 track, thus allowing trains to pass there.

A "Call to Action" conference was held May 25 in the new convention center to discuss how to implement the so-called Peirce Report on reinventing the region, which was published in the March 26 *Inquirer*. Some 2,000 civic leaders, elected officials, Delaware Valley Regional Planning Commission personnel and members of public interest groups attended, hearing talks by Professor Neal Peirce, Mayor Rendell and Governor Ridge. Your columnist was there representing NRHS. After the opening session attendees dispersed to nine "breakout" meetings, one of which covered the subject of transportation. DVRPC experts showed slides highlighting their "Direction 2020" land use and transportation plan now in the draft stage, on which public hearings will be held this month (call DVRPC at 215-592-1800 for details). Entitled "Moving People and Goods," the transportation plan lays out specific proposals for improving the highway, rail, transit, airport and even bikeway infrastructure over the next 25 years. The plan carries a pricetag of \$26.5 billion, but without it the projected growth of 11 percent in population and 20 percent in employment throughout the five southeastern counties of Pennsylvania and four counties in South Jersey could create massive congestion--especially if development is not properly controlled. From 1970 to 1990 some 65,000 acres were gobbled up by new roads and parking lots.

Another presenter was Richard Bickel, SEPTA's director of long-range planning, who spoke of the numerous initiatives now being studied to extend or improve mass transit service. These include the Schuylkill Valley Metro, which would replace the present R6 Regional Rail line with light rail service between Norristown and center city via Cynwyd, Fairmount Park and the abandoned CONRAIL City branch right-of-way north of Callowhill Street. Also under study is the Cross County Metro which would follow the Conrail Morrisville Line between Morrisville and Downingtown; and the Northeast Metro, a plan to operate via the American Street Corridor, convert the R8 Fox Chase commuter line to light rail and use Conrail's Trenton Line (ex-Reading New York Short Line) to extend direct service to the City's Upper Northeast.

SEPTA feels that, in view of anticipated cutbacks in Federal capital funding, "it must do more with less," Bickel said, and that SEPTA "can't afford the Regional Rail system in its present form. A consultant contract for a major investment study of the Cross County Metro will be awarded this year, but the other two projects still must undergo preliminary feasibility studies. The president of the Delaware Valley Association of Railroad Passengers pointed out to Bickel that SEPTA's Regional Rail trains average only 23 mph, the slowest of any major operator with the national average being 32 mph. Further, if any of the present RRD routes are converted to light rail or abandoned, SEPTA will enjoy the distinction of being the only important U.S. rail system (others are NJ TRANSIT, METRO-NORTH, LONG ISLAND, Boston's MBTA, Maryland's MARC, Chicago's Metra and Caltrans in California) to be cutting back rather than expanding. Coincidentally, the Philadelphia Trolley Coalition recommended last month that "many of the proposed Regional Rail capital projects be considered for conversion to light rail technology."

SEPTA currently pays about \$18 million a year for trackage rights on AMTRAK, a figure which could rise sharply under plans currently being considered in Congress.....SEPTA now plans to open its new Regional Rail Operations Center (RROC) in September, to be located in the basement of the Mellon Bank Building at 18th & Market.Silverliner IV's #161-162 are the first SEPTA MU's to receive ditch lights, which are now mandated by the Federal Railroad Administration (Wayne Bode).....The concept of individual "line managers" on SEPTA's Railroad Division, discussed last year, has apparently been dropped. Both NJ TRANSIT and the LONG ISLAND have adopted similar programs.....A fire west of Berwyn station, caused by an AMTRAK work train which was setting

(Continued on Page 5)

PHILADELPHIA EXPRESS (Continued from Page 4)

new ties, delayed SEPTA R5 trains for an hour around 1 PM on May 8.....SEPTA plans a pilot project to install bicycle lockers at its stations, with Paoli, Bryn Mawr and Fox Chase to be the first. New racks will also be installed at Main Line stations.



SEPTA dedicated its Route 51 "Welcome Line" trolley loop in center city on May 19. The ceremony, held at the new siding near 12th & Arch Streets, included appearances by Mayor Rendell and SEPTA General Manager Louis Gambaccini, along with newly-repainted PCC's #2728 in silver and cream and #2799 in Red Arrow-style maroon. Historic Peter Witt #8534 also was on hand and made several turns on the 11th and 12th Streets route between Noble and Bainbridge, with the public invited to ride for free. The regular round-trip fare is 50 cents, with weekend service only through June 18 from 10 AM to 6 PM. On that date daily service will start, as the route is extended over Girard Avenue to the Philadelphia Zoo and 41st Street. Headways on the center city loop will remain at 20 minutes, while trolleys to the Zoo will leave every 30 minutes (fare \$1 adults, 50 cents for kids). While three PCC's have been prepared for the Route 51 service (#2799 is inexplicably lettered "Phila. Suburban Transit Co."), two more cars will be pulled out of storage for the Zoo service. The extension will be made possible by new switches and specialwork fabricated last month for a north-to-west connection at 11th & Girard Avenue.

SEPTA has begun the move into its new headquarters building at 1234 Market Street, a structure which cost SEPTA \$65 million for purchase and renovation. But SEPTA estimates it will save close to \$100 million over the next three years in rental and maintenance costs at its present locations. A transit museum and store, run by former Architects Building Store Manager Joan Doyle, will open at 1234 Market in October.....SEPTA now anticipates a deficit of \$3 million after subsidies for Fiscal Year 1995 ending June 30.....In mid-May SEPTA reported that City Transit Division ridership had dropped eight percent, or some 45,000 daily trips, as a result of the recent two-week strike.....SEPTA last month, in cooperation with KYW Newsradio and the Daily News, displayed large posters in several stations with this message: "We share your grief and admire your courage." Passengers and passersby were invited to sign the posters, which were sent to Oklahoma City to be placed on the sides of transit buses as a gesture of solidarity after the April bombing of the Federal Building in that city.

SEPTA in March finally received the last of 26 N5 cars ordered for the Norristown High Speed Line. Car 130 is the former 451 which had been here as a pilot car, then was sent back to Morrison Knudsen for upgrading work. Under SEPTA's original contract with Asea, the entire order should have been completed by May of 1991!.....The long siding at 72nd Street is chock full with N5's as SEPTA struggles to find space for double the number of cars it now needs.....SEPTA sold PCC #2129 last month to the Pikes Peak Historical Street Railway Foundation of Colorado Springs, CO. The car was spotted aboard a flatbed trailer along the Blue Route on May 15.SEPTA officials are concerned about low ridership on the Chestnut Hill Trolley and plan to discuss the problem with the Chestnut Hill Community Association which wants the service.....Subway-surface Route 10 will be bused for the summer starting June 18 to allow for construction at 48th & Lancaster. Its Kawasaki cars will be shifted to Route 15-Girard Avenue, operating between 63rd & Malvern and Cumberland loop.....Replacement of the 1906 step rail on Route 13 in Darby will not begin until October at the earliest.....Neoplan bus #3481 is decked out in an attention-grabbing ad for the new movie "Crimson Tide" which covers the entire sides of the bus in shocking red. It's part of a new drive by SEPTA to boost non-farebox revenues.

SEPTA held public hearings last month on its proposed \$716.6-million operating budget for Fiscal Year 1996 beginning this July 1. The budget is 2.4 percent higher than spending forecasts for the current year and will be funded through projected revenues of \$363.2 million and subsidies of \$353.4 million, with no fare increase planned.....Also held was a hearing on the FY 1996 capital budget for the year beginning October 1, and the 12-year capital program for 1996-2007. The \$374.1 million in FY 1996 is divided between \$128.2 million for new vehicles and \$245.9 million for infrastructure work. Major expenditures include \$61 million for 400 new buses and \$50 million for the Frankford el project. Federal highway "flex" funding is expected to provide \$34 million for priority bridge improvements on the Railroad Division between Suburban and 30th Street Stations.....Meanwhile in Washington, Congressional budget cutters zeroed in on transit with both the House and Senate approving resolutions to eliminate \$770 million a year in operating subsidies, and the House version also proposes to delete the \$4.5 billion spent by Uncle Sam on transit capital projects. Secretary of Transportation Pena strongly criticized this "chopping block" approach, calling transit assistance "vital".....SEPTA is budgeting \$2 million in FY 1996 for station improvements mandated by the Americans with Disabilities Act.

Amtrak



AMTRAK is having its own problems with Congress. Those same resolutions that would cut transit funding also propose to eliminate the planned 1996 operating subsidy for the passenger railroad, as Amtrak advocates struggle to save Amtrak from possible extinction.....AMTRAK reports that as of April 1, the halfway point in FY 1995, revenues exceeded its recovery plan by \$1.9 million, ridership is even with 1994, on-time performance improved 11 percent, employee injuries declined 25 percent and there are 1,172 fewer employees than last October (Amtrak Ties Express).....AMTRAK has set up a "home page" on the Internet computer network to advertise its services. It can be accessed through the address: <http://www.Amtrak.com>.....AMTRAK President Downs has praised the freight railroads for improving on-time performance of its trains to 79.2 percent in January-March 1995, up from 66 percent a year ago. CONRAIL's figure was 81.2 percent (AAR Train-It).

Member Bill Polk's letter on the importance of AMTRAK's Harrisburg line was published prominently on the Inquirer's May 12 editorial page.....AMTRAK this spring offered travel agents a 12-percent commission on Great American Vacation and All Aboard America tickets, up from the usual ten percent. The promotion was announced in March just after major airlines told agents that they were capping commissions (Amtrak Ties Express).

(Continued on Page 6)

PHILADELPHIA EXPRESS (Continued from Page 5)

.....Mayor Rendell said last month that he is working with AMTRAK to create an "Historic Northeast Railpass" good for transportation between Northeast Corridor cities and admission to many historic attractions..... David V. Nogar, former MARC director of operations, has been named director of AMTRAK's Corridor conventional services, one of the railroad's new "product lines." Fifteen years ago Nogar was a CONRAIL conductor on SEPTA trains.

Prototype P32AC-DM dual-power locomotive #700 appeared in Philadelphia the week of May 8 for high-speed testing. The General Electric diesel-third-rail-electric unit, which looks identical to earlier P40BH Genesis locomotives, was still in gray primer paint.....It and nine sisters will enter service this year on AMTRAK's Empire Corridor in New York.....Diesels now assigned to the Wilmington shop are SW1 #737, GP7 #782, CF7's #583 and 586 and rebuilt GP38's #720-724 now being delivered from CONRAIL's Juniata shop..... Progress continues on rebuilding the platforms at North Philadelphia station.....AMTRAK has been distributing to Corridor passengers a long and intimidating travel survey booklet, 17 pages in length!.....DVARP reports that AMTRAK plans to begin a major overhaul of its AEM-7 electric locomotives this year.



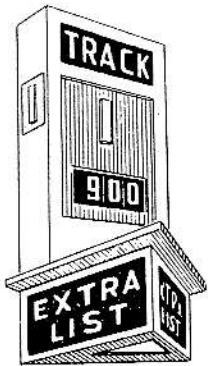
CONRAIL last month gave stockholders a summary of its latest strategic business plan, which stresses the need to at least recover the cost of capital to replace assets as they wear out. The cost is now pegged at 11 percent but last year Conrail earned only a 9.8-percent return, which is the company's "underlying weakness." The plan also explains the "Big X" strategy (see May Cinders) which may result in the sale of lines not a part of its high-density east-west routes. The summary points out that only 29 percent of Conrail lines carry over 20 million gross tons per year, versus an average of 39 percent for other major U.S. railroads, while 45 percent of CR lines carry five million gross tons or less versus 33 percent for other railroads. More than half of CR's 19,000 track miles are off the big X. Studies will also be made to determine if Hollidaysburg car shop and Juniata shop should be sold.

CONRAIL and NORFOLK SOUTHERN last month introduced a new intermodal service along the eastern seaboard, which includes new trains TV-213 and TV-214 operating between North Jersey and Atlanta, GA via Hagerstown. When double-stack clearances are completed, the trains will run via Norristown and the new Wood connecting track in Lower Bucks County. Catenary wire at West Trenton must be raised before stack trains can operate there, and work is still ongoing in the Black Rock tunnel near Phoenixville and on the Lehigh Line in North Jersey..... CONRAIL has eliminated its network of once-a-week special trains for high-and-wide loads.....Chapter President Doug Watts, an intermodal project manager at CONRAIL, won first prize in the annual Conrail Inside Track Magazine photo contest with a winter shot at Stowe, PA.....After coming back from Australia, CONRAIL Chairman James A. Hagen winged off to South Africa last month to consult on railroad privatization.....Retired Chairman L. Stanley Crane has sold his Main Line home and moved permanently to Florida.

CONRAIL moved SD60I #5623, fresh out of Juniata, to Strasburg for display at the museum during the Railroaders' Hall dedication last month. It was posed with the operating John Bull replica.....Delivery of the SD60's will continue through August, with the original number of 90 units still apparently to come. A total of 43 assembly kits have been furnished by EMD to Juniata.....Delivery of 28 SD80IAC units should begin in October. In spite of reports to the contrary, no further orders have yet been placed by CONRAIL.....CONRAIL GP38-2 #8100 derailed at Lansdale on May 23 while working a local freight. The fuel tank on the unit was ruptured and some 500 gallons of diesel fuel spilled, necessitating a cleanup. No SEPTA service was affected.

Delaware River Port Authority is likely to increase PATCO fares by about eight percent this fall, reports KYW Newsradio. This would be the first fare hike since 1983, and parking fees would be raised from the present 25 cents to \$1.....The roster of visiting steam locomotives at Steamtown's grand opening July 1 has shrunk to four: ex-Milwaukee 4-8-4 #261, ex-Pere Marquette 2-8-4 #1225, SUSQUEHANNA's Chinese-built 2-8-2 #142 and LOWVILLE & BEAVER RIVER Shay #8. But there is some doubt the 261 will actually be there, and little prospect that the rumored move of ex-BESSEMER & LAKE ERIE 2-10-4 #643 from Pittsburgh to Scranton will occur any time soon.....The three-day grand opening celebration May 19-21 for the Railroaders' Hall at the Railroad Museum of Pennsylvania in Strasburg was a big success, with large crowds attending. On two days the STRASBURG RAIL ROAD ran freight and mixed trains in addition to the regular schedule.....The State Public Utility Commission is furloughing all seven of its rail-safety inspectors as of July 1, because of a \$2-million shortfall in the PUC's budget.

Shortline Notes: DELAWARE VALLEY RAILWAY ran its two Alco RS32's MU'ed for the first time with a regular train on May 8, north from CSX's Wilmere (DE) yard. RS32 #211, now freshly-painted in dark red with yellow stripes, is ex-EAST TENNESSEE 211, ex-SOUTHERN PACIFIC 4002/7302; while 212 is ex-ETRY 212, ex-CONRAIL/Penn Central 2035, ex-New York Central 8035. Only 35 RS32's were built, in 1961-62.....The Four States group that wants to run tourist trains on SEPTA's West Chester Line has acquired 65-ton GE #9 and Alco S2 #3, both stored on the DELAWARE VALLEY at Kennett Square, PA.....When SMS RAIL SERVICE of Bridgeport, NJ receives its third Baldwin, the 1952-vintage former U.S. Navy #17 will be renumbered 100. It's coming from the Smoky Hill Museum in Missouri (Carl Pereiman, John Petko).....SOUTHERN RAILROAD OF NEW JERSEY took over operation of the former West Jersey line between Salem and Swedesboro on May 1, first leasing CONRAIL SW1500 #9612 and then assigning newly-acquired GP9 #101, painted Jersey Central red and white. SRNJ intends to move RS3M #1548 (ex-CONRAIL 9937, ex-Jersey Central 1548) from Winslow to Salem as soon as repairs are completed (Rich Jahn, John Petko).....A Fort Wayne (IN) group is attempting to purchase ex-Pennsy E8A's #5706 and 5898 now stored on the BLUE MOUNTAIN & READING (Ties & Tracks).....SUSQUEHANNA expects delivery of its three new EMD SD70M's, #4050, 4052 and 4054, this month.....Since 1981, 290 new shortline and regional railroads have been created, employing 10,000 people and operating over 30,000 miles of line (AAR Train-It).



JUNE 15-18, 1995: National Railroad Heritage Preservation Symposium at Penn State Altoona campus, Altoona, PA, sponsored by Pennsylvania State University. With the theme "Extraordinary efforts: The role of the railroad in World War II," the symposium will include such presentations as "The Pennsylvania Railroad in WWII as seen through its advertising" by Historian Dan Cupper; "Every railroader a soldier--the B&O Railroad in WWII" by Gerald Kuncio, chief curator, B&O Railroad Museum; "Domestic Hospital Trains" by General Hugh Foster; and "Sabotage: Horseshoe Curve and Gallitzin tunnels in WW II" by Peter Barton, executive director of the Railroaders Memorial Museum and Horseshoe Curve National Historic Landmark. Tours of Conrail facilities and historic locations are also included. Cost: \$350 per person, including symposium materials, meals and rooms in student residence halls (\$300 without rooms, with attendee responsible for lodging arrangements). Send check or money order to: Penn State Continuing Education, 3000 Ivyside Park, Altoona, PA 16601-3760 (telephone 814-949-5048).

JUNE 17-18: Greenberg's Great Train, Dollhouse & Toy Show at Valley Forge Convention Center, King of Prussia, PA, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 children (6-12). For information, telephone 410-795-7447.

JUNE 25: 17th annual Canal Festival at Hugh Moore Park, Easton, PA, featuring arts, crafts, canal boat rides, boatmen's reunion, live entertainment. Hours: 11 AM-7 PM. For information, telephone Canal Museum at 610-250-6700.

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).

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.

JULY 22: "Rail-to-the-Fair" round-trip excursion from Philadelphia and Wilmington to the Delaware State Fair at Harrington, DE, using an Amtrak train operating via Conrail's Delmarva secondary track. Train leaves 30th Street Station 10:10 AM, Claymont 10:40 AM, Wilmington 10:53 AM and Newark 11:13 AM, arriving Harrington at 1:15 PM. Extra-cost sidetrip to Seaford, DE and return leaves Harrington at 1:30 PM. Fares: From Philadelphia \$47.40 adults, \$31 children (10 and under); from Claymont \$37.50 and \$21; from Wilmington \$35.50 and \$19, from Newark \$32.50 and \$18. For extension to Seaford, add \$20 to adult fares, \$12 to children's fares. Admission to Fair is included in ticket price. Order tickets from: Rail-to-the-Fair, c/o Delaware Transit, 100 South French Street, Wilmington, DE 19801, enclosing stamped, self-addressed envelope. Tickets also available at Wilmington Amtrak station or by telephoning 302-577-6272 for credit card orders.

AUGUST 8-13: "Steamboatin' on the Ohio River" rail-water-air tour from Philadelphia to Cincinnati, OH and return, sponsored by Stroud Water Research Center. First day will feature Amtrak trip to Pittsburgh aboard ex-Pennsylvania lounge-observation Mountain View, followed by four days aboard famous steamboat Delta Queen for cruise down Ohio River to Cincinnati. Return will be via air. Fares start at \$2,475 per person, rail water and air fares included. For information, write: Stroud Research Center, 512 Spencer Road, Avondale, PA 19311 (telephone 610-444-6485).

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

AUGUST 19-21: Electric Railroaders' Association annual convention in Denver, CO, featuring excursion on Denver's new light rail line and visit to Birney line in Fort Collins, plus other tours. Convention headquarters is Denver Executive Tower Inn. For information and reservations, write: Electric Railroaders' Association, Inc., P. O. Box 3323, New York, NY 10163-3323, enclosing stamped, self-addressed envelope.

PHILADELPHIA EXPRESS (Continued from Page 6)

The contentious issue of converting two miles of abandoned Philadelphia & Western right-of-way through Radnor Township into a recreational trail was settled by the voters last month. The vote was 3,968 in favor of letting PennDOT proceed with the \$700,000 project and 2,517 against.....B&O made the first test run through the Baltimore tunnel with new GE electric locomotive #1 just 100 years ago this month. The third-rail electrification lasted until early 1952, when dieselization made it obsolete (Willard Hart).....Chapter Member Bert Pennypacker has two new articles in print: "Evolution of Railway Mail" in National Railway Bulletin #2 and "Steam Memories of a Tank Town" in the current Reading Company T&HS Bee Line.....Member Charlie Van Reed has donated two large metal emblems to the B&O Museum. They were rescued from scrapped B&O coaches.....Railfan & Railroad Editor Jim Boyd is recovering nicely from heart bypass surgery and was seen at the SMS Baldwin Field Day May 13, co-sponsored by his magazine.....Norman W. Fesmire, 78, of Huntingdon Valley, the retired general manager of Budd's Red Lion railcar plant in Philadelphia, died on March 21 (Bill Polk).....Penn's Landing Trolley opened its season in April, as PennDOT prepared to award contracts for the rebuilding of Columbus Blvd. between Race and Reed Streets. New poles and other improvements to the center-of-the-road trolley operation will be included in the project (Joe Mannix).

THE NEXT ISSUE OF CINDERS WILL APPEAR IN EARLY AUGUST!

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS

(Part IV)
(Corrected to April 1, 1995)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER / NUMBER
<u>NORTH SHORE RAILROAD (NSHR), Northumberland, PA (Note)</u>						
364-365	B-B	SW8M	D/E	EMD	1950	Conrail 8668, 8669
446	B-B	SW9	D/E	EMD	1953	Conrail 8983
<u>Note: Includes Shamokin Valley Railroad (SVRR)</u>						
<u>PATAPSCO & BACK RIVERS RAILROAD (PBR), Sparrows Point, MD</u>						
2	B-B	Slug		Alco	1948	Richmond, Fredericksburg & Potomac S-2
5-6	B-B	SW1500	D/E	EMD	1967	RF&P 5, 6
12-19	B-B	Slug		BLW		P&BR 307, 339, 306, 302, 336, 343, 340, 359
112	B-B	SW7	D/E	EMD	1950	Cambria & Indiana 45
113	B-B	SW9	D/E	EMD	1952	
115	B-B	SW9	D/E	EMD	1952	
116	B-B	SW7	D/E	EMD	1950	Conemaugh & Black Lick 115
121-122	B-B	SW7	D/E	EMD	1950	Cornwall 121, 122
123	B-B	SW9	D/E	EMD	1952	Steelton & Highspire 42
124	B-B	SW9	D/E	EMD	1951	S&H 41
128	B-B	SW1200	D/E	EMD	1956	
130	B-B	SW1200	D/E	EMD	1957	
132-133	B-B	SW1200	D/E	EMD	1957	
135	B-B	SW9	D/E	EMD	1951	S&H 40
140	B-B	VO1000M	D/E	BLW	1942	U.S. Army 7461 (P&BR 358)(Note)
141	B-B	VO1000M	D/E	BLW	1943	U.S. Army 7464 (P&BR 356)(Note)
144	B-B	DS44-1000M	D/E	BLW	1947	Reading 28 (Note)
147	B-B	VO1000M	D/E	BLW	1943	Pittsburgh & West Virginia 30(P&BR 355)(Note)
201-202	B-B	SW1200	D/E	EMD	1956	Norfolk & Portsmouth Belt 107, 109
205	B-B	SW9	D/E	EMD	1951	
206	B-B	SW9	D/E	EMD	1952	
218	B-B	SW1500	D/E	EMD	1969	
936	B-B	SW7	D/E	EMD		Bethlehem Steel 936
<u>Note: Rebuilt by EMD</u>						
<u>PHILADELPHIA, BETHLEHEM & NEW ENGLAND RAILROAD (PBNE), Bethlehem, PA</u>						
9	B-B	Slug				
10-11	B-B	Slug		BLW		Conemaugh & Black Lick 12, Reading 712
12	B-B	Slug		EMD	1947	Patapsco & Back Rivers 120
13-14	B-B	Slug		EMD		
21	B-B	NW2	D/E	EMD	1941	
22-25	B-B	NW2	D/E	EMD	1946	
27	B-B	NW2	D/E	EMD	1947	Cornwall 101
28	B-B	NW2	D/E	EMD	1949	Bangor & Aroostook 21
31-34	B-B	SW7	D/E	EMD	1950	
35-36	B-B	SW9	D/E	EMD	1951	
37-38	B-B	SW9	D/E	EMD	1952	
39	B-B	SW1200	D/E	EMD	1956	
41-43	B-B	SW1200	D/E	EMD	1957	
50	B-B	SW900M	D/E	EMD	1936	P&BR 110 (Note 1)
51-52	B-B	SW900M	D/E	EMD	1937	(Note 2)
72	B-B	SW1200	D/E	EMD		
82	B-B	SW1200	D/E	EMD		
90	B-B	SW1200	D/E	EMD	1957	
203	B-B	SW1200	D/E	EMD		P&BR 203
204	B-B	SW9	D/E	EMD		P&BR 204
207	B-B	SW1200	D/E	EMD	1955	P&BR 207
<u>Note 1: Rebuilt 1956</u>						
<u>Note 2: Rebuilt 1955</u>						
<u>PINE CREEK RAILROAD, * Farmingdale, NJ (3-foot-gauge)</u>						
1	0-4-0	JLA	D/M	Plymouth	1942	Haws Refractories
3	4-4-0T		Steam	Stephenson	1887	Cavan & Leitrim 3 (Ireland)
5	0-4-0	DL	D/M	Plymouth	1930	Wright Sand
6	2-truck-Shay		Steam	Lima	1927	Ely Thomas Lumber 6
26	2-6-2		Steam	BLW	1920	Surry, Sussex & Southampton 26
40	0-4-0	25-ton	D/E	Whitcomb	1940	Midvale-Heppenstall 40
45	B-B	50-ton	D/E	GE	1951	U.S. Steel
701	0-4-0	10-ton	D/M	Davenport	1950	Alcoa 701
7751	0-4-0	25-ton	D/E	GE	1942	U. S. Army 7751

(Continued on Page 9)

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

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
PORT JERSEY RAILROAD (PJR), Jersey City, NJ						
1197	B-B	SW1200M	D/E	EMD	1963	Missouri Pacific 1197
READING, BLUE MOUNTAIN & NORTHERN RAILROAD (RBMN), Port Clinton, PA (Notes 1, 2)						
800	B-B	SW8	D/E	EMD	1951	Conrail 8698
801	B-B	SW8	D/E	EMD	1952	Conrail 8690
802	B-B	SW8M	D/E	EMD	1950	Conrail 8667
803	B-B	SW8M	D/E	EMD	1951	Conrail 8684
1501-1502	B-B	CF7	D/E	EMD	1951	Santa Fe 2424 (F7A 335L), 2446 (F7A 261C) (ex-Blue Mountain & Reading 600, 601)
2397-2399	B-B	U23B	D/E	GE	1977	Conrail 2789, 2793, 2791
3300	B-B	U33B	D/E	GE	1968	Lackawanna Valley 903 (ex-RBMN 3303)
<u>Note 1:</u> Includes East Mahanoy & Hazleton Railroad (EMHR)						
<u>Note 2:</u> Locomotives also based at Tamaqua, PA						
SMS RAIL SERVICE (SMS), Bridgeport, NJ						
1293	B-B	DS44-1000	D/E	BLW	1947	New Hope & Ivyland 101
1494	B-B	DS44-1000	D/E	BLW	1949	NH&I 302
SOUTH BRANCH VALLEY RAILROAD (SBVR)/POTOMAC EAGLE*, Moorefield, WV (Note 1)						
82	B-B	BL2	D/E	EMD	1948	Western Maryland 7172
116	B-B	F7A	D/E	EMD	1948	CSX 116 (Notes 2, 3)
117	B-B	F7B	D/E	EMD	1950	CSX 117 (Note 2)
118	B-B	FP7A	D/E	EMD	1952	CSX 118 (Note 2)
6135	B-B	GP9	D/E	EMD	1956	Chesapeake & Ohio 6135
6240	B-B	GP9	D/E	EMD	1957	C&O 6240
6352	B-B	GP9R	D/E	EMD	1956	Norfolk & Western 2003
6447	B-B	GP9R	D/E	EMD	1956	N&W 2002
6506	B-B	GP9	D/E	EMD	1956	Baltimore & Ohio 6506
6600	B-B	GP9	D/E	EMD	1955	B&O 6600
6604	B-B	GP9	D/E	EMD	1955	B&O 6604
6793	B-B	FPA4	D/E	Montreal	1959	VIA Rail Canada 6793 (Note 4)
<u>Note 1:</u> Locomotives also based at Romney, WV						
<u>Note 2:</u> Leased from CSX Transportation						
<u>Note 3:</u> Built as F3A						
<u>Note 4:</u> Owned by private individual						
SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SPTA), Philadelphia, PA (Note)						
50-52	B-B	SW1200	D/E	EMD	1954	Milwaukee 649, 626, 639
60-61	B-B	RL1000**	D/E	RLI	1992	
90-91	B-B	GP9	D/E	EMD	1955	Conrail 7019, 7028
2301-2307	B-B	AEM-7**	ETec	EMD	1987	
<u>Note:</u> Locomotive also based at Frazer, PA						
<u>**</u> - Equipped with head-end power						
SOUTHERN RAILROAD OF NEW JERSEY (SRNJ), Winslow, NJ (Note 1)						
D	B-B	F7B	D/E	EMD	1950	Boston & Maine 4268B (Note 2)
44	B-B	F3A	D/E	EMD	1948	Bangor & Aroostook 44 (Note 3)
56	B-B	F3A	D/E	EMD	1948	BAR 46 (Note 2)
59	B-B	RS1	D/E	Alco	1948	Washington Terminal 59 (Note 4)
100	B-B	GP9	D/E	EMD	1956	Huron & Eastern 100
101	B-B	GP9	D/E	EMD	1959	Chicago & North Western 4562
414	B-B	C420	D/E	Alco	1964	Lehigh Valley 414
727-728	B-B	F7A	D/E	EMD	1953	Bessemer & Lake Erie 727, 728
1548	B-B	RS3M	D/E	Alco	1953	Conrail 9937 (Note 4)
2884	B-B	U30B	D/E	GE	1967	Conrail 2884
<u>Note 1:</u> Locomotive also based at Salem, NJ						
<u>Note 2:</u> Owned by Anthracite Railroads Historical Society						
<u>Note 3:</u> Owned by Tri-State Chapter NRHS						
<u>Note 4:</u> Owned by private individual						
STEAMTOWN NATIONAL HISTORIC SITE*, Scranton, PA						
26	O-6-0		Steam	BLW	1926	Jackson Iron & Steel 3
97A	B-B	FP7	D/E	EMD	1951	Milwaukee 97A
500	B-B	SW8	D/E	EMD	1953	Norfolk & Western 3732
514	B-B	GP9	D/E	EMD	1958	N&W 2514
637	B-B	FP7	D/E	EMD	1951	MILW 97C
1293	4-6-2	G5d	Steam	Canadian	1948	Canadian Pacific 1293
2317	4-6-2	G3c	Steam	Montreal	1923	CP 2317
3254	2-8-2		Steam	Canadian	1917	Canadian National 3254
4061	B-B	F7A	D/E	EMD	1951	Kansas City Southern 4061

(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
STEELTON & HIGHSPIRE RAILROAD (SH), Steelton, PA						
70	B-B	SW9	D/E	EMD	1952	Conemaugh & Black Lick 119
71-72	B-B	SW7	D/E	EMD	1950	C&BL 117, 106
73-75	B-B	SW1200	D/E	EMD	1956	Cambria & Indiana 38, 39, 42
77	B-B	SW1200	D/E	EMD	1957	Philadelphia, Bethlehem & New England 40
79	B-B	SW1200	D/E	EMD	1956	C&I 40
STEWARTSTOWN RAILROAD (STRT), Stewartstown, PA (Note 1)						
9	0-4-0	35-ton	G/M	Plymouth	1943	South Carolina State Ports 9
10	B-B	44-ton	D/E	GE	1946	Coudersport & Port Allegany D-1
11	B-B	SW900M	D/E	EMD	1936	Maryland & Pennsylvania 83 (Note 2)
Note 1: Locomotive also based at New Freedom, PA						
Note 2: Rebuilt from SC, 1957						
STOURBRIDGE RAILROAD (SBRR), Honesdale, PA						
54	B-B	BL2	D/E	EMD	1949	Bangor & Aroostook 54 (Note)
430	B-B	SW7	D/E	EMD	1950	Shamokin Valley 86
Note: Owned by Wayne County (PA) Chamber of Commerce						
STRASBURG RAIL ROAD (SRC), Strasburg, PA						
1	0-4-0	HL	G/M	Plymouth	1926	
10	Railcar		G/M	Lancaster, Oxford & Southern	1914	Grasse River 12 (Note)
21	Railbus	AC	G/M	Mack/Brill	1921	Buffalo Creek & Gauley A
31	0-6-0		Steam	BLW	1908	Canadian National 7312
33	B-B	44-ton	D/E	GE	1948	Pennsylvania 9331
89	2-6-0		Steam	Canadian	1910	CN 89
90	2-10-0		Steam	BLW	1924	Great Western 90
475	4-8-0	M	Steam	BLW	1906	Norfolk & Western 475
Note: Built as narrow gauge						
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. RLI - Republic Locomotive, Inc., Greenville, SC						

UPDATE OF PREVIOUSLY-PUBLISHED SHORTLINE/REGIONAL ROSTERS

MARYLAND MASS TRANSIT ADMINISTRATION (MARC), Baltimore, MD						
Add	67	GP40WH-2**	B-B	EMD	1968	Former Conrail 3198 (MARC 30)
Add	68	GP40WH-2**	B-B	EMD	1968	Former Conrail 3205 (MARC 31)
Add	69	GP40WH-2**	B-B	EMD	1967	Former Conrail 3051 (MARC 32)
Delete	82	F9PH	(Traded to MK Rail)			
Delete	84	F9PH	(Traded to MK Rail)			
NEW YORK, SUSQUEHANNA & WESTERN RAILWAY (NYSW), Ridgefield Park, NJ						
Add	4050	SD70M	C-C	D/E	EMD	1995
Add	4052	SD70M	C-C	D/E	EMD	1995
Add	4054	SD70M	C-C	D/E	EMD	1995

EAST BROAD TOP TO OPERATE THROUGH OCTOBER 15

As reported in the May issue of Cinders, the East Broad Top narrow gauge railroad will operate again this season. Now Friends of the EBT announces that the 1995 season will include every weekend from June 3 through October 15, with trains departing from the Orbisonia (PA) station at 11 AM, 1 and 3 PM both Saturdays and Sundays. The famous Fall Spectacular will take place on October 7 and 8.

This revival is the result of a pledge by the East Broad Top Development Fund to contribute \$75,000 toward the railroad's operating costs. The money is being raised through the sale of special commemorative tickets for \$10 each (which may be used for actual rides). Members wishing to support this effort may forward checks payable to the EBT Development Fund addressed to:

Huntingdon County Heritage Commission
P. O. Box 374
Huntingdon, PA 16652-0374

The telephone contact is 814-643-8193.



As of mid-May, Amtrak still rostered 166 Heritage cars, not counting the hi-level (ex-El Capitan) cars and the Clocker coaches (which will all be rebuilt for continued service).

The fleet consists of seven baggage-dorms, 17 Slumbercoaches, eight 11-bedroom sleepers, 58 10-6 sleepers, eight lounges, 29 leg-rest coaches, 25 diners and 14 Auto Train food/lounge cars. The forthcoming withdrawal of the Broadway Limited and Cardinal in September should release two baggage-dorms, four Slumbercoaches, ten 10-6 sleepers and seven diners for potential retirement. Additionally, eight Amfleet II lounges and 24 Amfleet II coaches ought to be freed up when these trains come off to replace Heritage Fleet equipment still in service elsewhere.

Additional Superliner II deliveries will free up the remaining Auto Train Heritage cars for retirement plus 15 more Amfleet II coaches. It appears then, that after September 1995, only five baggage-dorms, 13 Slumbercoaches, eight 11-bedroom sleepers, 48 10-6 sleepers and 18 diners will be required, for a total of 92 Heritage cars. The 50 Viewliner sleepers on order will clear out most of the sleepers as they are delivered. Get those photos while you can this summer!

Two new Amtrak state-supported services were scheduled to begin as May came to a close. The Mount Baker International inherited the leased Talgo Pendular consist from the Portland-Seattle service. It makes a round-trip between Seattle and Vancouver, B.C., the first trains on this route since the old Pacific International died in 1981.

Closer to home is North Carolina's Piedmont, making a Raleigh-Charlotte round-trip. With the existing Carolinian, both morning and evening service is now offered in each direction between the two cities. The first four coaches were rebuilt in 1990 at Delaware Car Company in Wilmington. They will be joined by a fifth coach and a rebuilt dining-lounge car. Reflecting their North Carolina ownership, the cars bear names of official state objects: Dogwood (state flower), Cardinal (state bird), Scotch Bonnet (seashell), Long Leaf Pine (state tree) and Honeybee (state insect). The lounge car will be the Pamlico, named after a major water area. It wasn't originally ready, so similar car 3104 was deputized.

Amtrak's ceremonial Vermont special operated between Springfield and St. Albans with the following consist: F40PH's 385 and 376, full Amclub 48973, coaches 44187 and 44186, all-table dinette 48942, coaches 44192 and 44234, club-dinette 48159 and cab car 9649.

As replacement Superliner II's came on line, the El Capitan diner and lounge cars received a temporary lease on life. Five lounges were sent to Los Angeles to serve as "Pacific Parlors", Amtrak's first cars exclusively assigned as first-class lounges in many years outside the Auto Train.

Amtrak's Coast Starlight is the pride of Amtrak West, and sleepers get fresh flowers in each room, upgraded soap and towels, morning and afternoon beverage and snack service and souvenirs with the train's new logo. A reading library is also provided. Coach passengers enjoy specific seat reservations and will eventually get the new Superliner II coaches not assigned to the Auto Train. Everyone can purchase regional beer, wine, salads, snacks and desserts.

The surviving hi-level diner-lounges are assigned to Caltrans for service with the new "California Cars" out of Oakland, pending delivery of food-service variants from this fleet.

Deliveries will begin soon on the second order of Superliner II transition sleepers. The 35 cars will be similar to the first 12 examples, but with a few modifications. There will be a handicapped bedroom downstairs, additional upstairs dressing rooms and a partition separating eight rooms at the transition end (so the crew can be separated from the first class or company service travel).

Clocker coaches are restricted from New England Express, Adirondack, Colonial or Newport News trains. Eleven of these cars had been rebuilt as of April 21, and they will be kept together at one end of a train wherever possible to avoid breaking up the trainlined Amfleet doors on those cars in the consist.

Amtrak continues to fine-tune its new dual-mode GE prototype P32AC-DM #700, and some members may have seen the unit at 30th Street during a visit in mid-May. In another motive power item, Conrail is turning out five rebuilt GP38 locomotives for Amtrak at Altoona for work train service. They'll be numbered 720 to 724 and are former CSX 2182, 2005, 2074, P&LE 2027 and CSX 2133, respectively. Two units have been delivered to date.

Effective May 22, most Northeast Corridor fares were increased, and reservation charges were added to reserved-seat trains operating south of New York.

A much milder winter and far greater cooperation from the freight railroads resulted in continued improvement in timely operation of Amtrak trains this past season. The five best performing freight lines were CP/Soo Line, CN North America, Norfolk Southern, Conrail and Illinois Central, in that order.

ON THE SCENE (Continued from Page 11)

Forty years ago, the Pennsylvania Railroad operated five trains on the St. Louis line of any consequence, plus several trains operated primarily for mail traffic. The summer of 1955 still saw steam power leaving 30th Street Station on PRSL trains and a still-healthy Pennsy East-West passenger service.

Queen of the fleet was the "Spirit of St. Louis" which left North Philadelphia at 7:46 PM. It basically ran overnight to Columbus, OH, reaching Indianapolis in mid-morning and was into St. Louis in mid-afternoon. Eastbound, the train was out of St. Louis about 1 PM and operated overnight between Indianapolis and New York, reaching North Philadelphia at 8:31 AM.

In the early 1950's this train had been all-Pullman, and was accompanied by the all-coach Jeffersonian. By the mid-1950's, however, coaches and sleepers were carried, and a separate Indianapolis Limited ran just ahead of the "Spirit". That train carried reserved-seat coaches, a baggage-lounge for coach passengers, a sleeper-observation, all-room Pullmans and a twin-unit diner. The eastbound train brought a car from Louisville, added at Indianapolis. The "Indy" itself was an impressive train. It carried coaches and sleepers, including a 14-section car, dining car and lounges for coach and Pullman passengers. The coach-lounge was actually an observation originally built for the Jeffersonian.

Through service to the Southwest via the St. Louis gateway was still a major factor in 1955 and the Penn Texas was intended for this purpose. To mesh with the connecting Texas Eagle (Missouri Pacific) and Texas Special (Katy), the train ran later, leaving North Philadelphia after nine at night, and passed eastbound just before 6 AM. Four through Pullmans ran to San Antonio, El Paso and Houston and there were Pennsy sleepers to Columbus (westbound) and St. Louis. There was a sleeper-lounge but the jewel of the train was the famous recreation car, again a Jeffersonian veteran. This was the car which had been built with a pinball machine, nursery and newsreel theater.

Service on the St. Louisan was basically a day train to Pittsburgh and overnight on to St. Louis. It left North Philadelphia about 1:30 PM and eastbound, passed about 3 PM. This was a secondary train but still carried a Pullman lounge, a diner, coaches and sleepers to St. Louis. The eastbound train brought a sleeper up from Nashville, which had originated on the Louisville & Nashville. One sleeper included sections and bedrooms; another was a ubiquitous all-roomette Inn-series sleeper.

The final train was the American, which left North Philadelphia westbound just before midnight and ran east just ahead of the Penn Texas, arriving before 6 AM. Equipment was similar to that on the St. Louisan, but there was also an overnight Pullman to Pittsburgh and another to Wheeling via Weirton Junction (it ended its run behind a "gas-electric" railcar).

The competing Baltimore & Ohio offered three trains of its own, ranging from the National Limited to the Diplomat, down to the secondary Metropolitan Special. We'll look at other services from that period in time in future issues to bring back memories for many and provide some insight for our younger members.

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

Post Office Box 7302
PHILADELPHIA, PA 19101-7302

FIRST CLASS MAIL
U. S. Postage
PAID
Permit No. 12
Huntingdon Valley, PA
19006

First Class Mail

