

# CINDERS

MARCH 1995



Number 3

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Volume 56

Newsletter of the

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

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.

## OUR MEETING:

FRIDAY EVENING, MARCH 17, 1995

Faculty Club, 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 March 17, 1995 meeting features our Annual Railroadiana Auction. The evening begins with our usual sit-down dinner in the Faculty Club (Note different location this month!), 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, MARCH 14, 1995 to Chapter President Frank Tatnall at 610-828-0706. This is a strict deadline, and we ask that you please specify when ordering if you desire a fish dinner. PLEASE NOTE: THIS MEETING WILL BE HELD, EVEN IN THE EVENT OF A SEPTA CITY DIVISION TRANSIT STRIKE, IF THAT SHOULD OCCUR ON MARCH 15.

The auctioneer's gavel will sound at 7:30 PM in our meeting room, and will continue until 9:30 PM, at which time all unsold material will be returned to the sellers. Registration will begin at 7:00 PM. No business meeting will be conducted. RULES FOR THE AUCTION ARE AS FOLLOWS:

1. Minimum bid price on any one lot is \$2; increments in bidding must be in multiples of 50¢.
2. Each seller is limited to a MAXIMUM of eight (8) lots of material. You will be assigned a seller number at registration and given forms to identify each lot number to be sold. Each item must be listed separately on the registration form. EVERY EFFORT WILL BE MADE TO ROTATE LOTS, GIVING EQUAL EXPOSURE.
3. Each BUYER will be given a BIDDER NUMBER. In an effort to speed the auction, payment on all items will not be made until the end of the auction, or until the bidder is finished bidding on lots. Settlement for items sold SHOULD BE MADE at the end of the evening, providing sufficient cash is on hand. The Chapter officers are in control of the auction, and reserve the right to reject any material offered for sale not considered in the best interest of the bidders. The Chapter retains 20% of the proceeds from each sale.
4. HUCKSTERING OF RAILROADIANA ON THE SIDE IN THE AUCTION ROOM IS DISCOURAGED WHILE THE AUCTION IS IN PROGRESS. Dig through your attics and come up with a full box of items for sale and a full wallet to buy!

Contributions of lots to the Chapter are encouraged once again this year because of our need to raise funds to complete the FP7 restoration project. There will be a large number of items sold on behalf of the Chapter which have been previously contributed, so come prepared to bid!

We hope you'll interest a friend in attending Philadelphia Chapter's Annual Railroadiana Auction, to be held Friday evening, March 17, 1995 in the Jefferson Alumni Hall FACULTY CLUB, on the 2nd floor. Ask the security personnel at the entrance desk for directions to the Faculty Club.

## APRIL 9 TROLLEY TRIP TO "REOPEN" ROUTE 23 SOUTH



On Sunday, April 9, a gleaming silver PCC is expected to navigate SEPTA's former Route 23 trackage on 12th Street from Girard Avenue to Bigler Street in South Philadelphia, returning north on 11th Street. This foray on track unused since 1991 will be part of a five-hour excursion sponsored by Philadelphia Chapter NRHS, for which SEPTA plans to operate newly-repainted car #2728. This car, and two other PCC's to be painted in historic trolley colors, will be assigned to the new Philadelphia Historic Trolley loop in center city, scheduled to debut two weeks after the excursion.



The special car will leave Elmwood depot, Island & Elmwood Avenues in Southwest Philadelphia, at 12 Noon. It will proceed via the diversion route to 40th & Girard, then run eastward on Route 15 trackage to 12th & Girard where a new connection allows a right-hand turn onto 12th Street. A short stop will be made at Reading Terminal Market/Market East Station before continuing south. Returning, the car will travel north on 11th to Girard, east to Cumberland loop and west on Girard Avenue to 40th. If time permits and the track is intact, the 1947-vintage PCC will operate via the "Dinky" line to Darby before terminating at Elmwood about 5 PM.



There will be numerous photo opportunities along the way. Limited capacity and the unusual routing should result in an early sellout.

Tickets are priced at \$25 each (SEPTA has recently raised its charter rates) and may be purchased by mail from:

Philadelphia Chapter NRHS  
P. O. Box 7302  
Philadelphia, PA 19101-7302

Checks or money orders should be made payable to "Philadelphia Chapter NRHS" and a stamped, self-addressed envelope enclosed. Tickets are also expected to be available at the March 17 Chapter meeting, unless already sold out.

## WINNERS LISTED IN ANNUAL RAY MULLER SLIDE CONTEST

A total of 11 members entered the Chapter's annual Ray Muller Slide Contest during the February 17 meeting in Jefferson Alumni Hall, and all won at least one prize. The contest is named in honor of the late Chapter member who was one of the area's most active photographers.

Prize winners in the six categories and their subjects were:

Steam 1 - George Wiedersum (UP 844 and Frisco 1522 doubleheading)  
2 - (tie) Roy Soukup (Cumbres & Toltec 2-8-2)  
Doug Rowland (Cass Scenic Heisler)

Diesel 1 - David Luery (Southern Pacific freight)  
2 - (tie) Larry Eastwood (Amtrak Genesis units on Crescent)  
Gerry Williams (Amtrak Broadway Limited in fog)

Heavy Electric 1 - Larry Eastwood (Amtrak ICE train on bridge)  
2 - Gerry Williams (GG1 #4859 at Harrisburg station)  
3 - Roger Cole (Amtrak AEM-7 at Claymont)

Light Electric 1 - (tie) Rob Mandeville (Pacific Electric car at Perris)  
Gerry Williams (Boston Type 5 car)  
3 - (tie) Roger Cole (SEPTA PCC #2724)  
Doug Rowland (York Railways car at RTY)  
George Wiedersum (New Orleans car at Warehouse Point)

General 1 - George Wiedersum (Cumbres & Toltec fireman at water plug)  
2 - (tie) Roy Soukup (Amish passengers at Lancaster)  
Doug Watts (Altoona station at night)

Oldies 1 - Rob Mandeville (Canadian National 6218 in snow)  
2 - (tie) Larry Eastwood (Rio Grande ski train with F7's)  
Bill Vigrass (White Pass & Yukon steam locomotive)

Again this year, Phil Mulligan organized the event and served as contest manager. He also led the panel of judges, which included Mike McEnaney, Frank Tatnall and Doug Volk. The Chapter thanks Phil, the judges and all entrants for their participation. Film prizes will be awarded to the winners.

## TATNALL APPOINTED TO SEPTA ADVISORY COMMITTEE

Chapter President Frank Tatnall has been appointed by the Commissioners of Montgomery County to the Citizen Advisory Committee of SEPTA, for a two-year term. Frank joins Chapter Member Bill Polk as the second CAC member appointed by the County Commissioners. The other four counties in the SEPTA service area also name members to the committee, in addition to those appointed by SEPTA's general manager.

The role of the CAC, as established by State law, is to counsel and advise SEPTA management on possible service improvements and other actions which will benefit the community, as well as SEPTA customers.

# PHILADELPHIA



FRANK G. TATNALL, JR.

The death of Paoli shop as reported in the last Cinders was slightly premature. Because the new transformer section at Wayne shop will not be completed until sometime this month, any unexpected transformer work must still be handled at Paoli. Thus it was that the old shop was reopened in late January to remove a failed transformer from car #280, and #218 was also scheduled for a Paoli visit. With the completion of these jobs, and transfer of an air brake repair crew to Wayne, the 80-year-old Paoli shop will finally be retired.



The possibility of a strike on SEPTA's City Transit Division March 15 has Railroad Division people scrambling to complete an action plan for increasing service on commuter lines within the City. This has become somewhat of a ritual whenever the three-year transit contract comes up for renewal. ....Opening of the new University City station in West Philadelphia has again been delayed, this time to May. A late February inspection revealed that platform work was largely complete but that the street-level station building with its stylish arched roof appears to be far from ready to open. A City project, the station will be served by SEPTA Routes R1, R2 and R3 as well as a circulator bus line.

Overhead wire cascaded onto the ties at Allen Lane station early on Friday, February 24 when the pantographs of two cars on deadhead train 6891 snagged the catenary. The Chestnut Hill West Line was shut down until Noon Saturday as SEPTA's wire train crew struggled to rehang and replace wire over the #1 track for a distance of several hundred yards. The wire train consisted of RL1 diesel #60, reel and platform cars and Blueliner #9125... ....SEPTA placed in service the new "Land" interlocking on the Doylestown Line in Lansdale last month. Effective February 27, midday trains began running again between Lansdale and Doylestown.....As part of a "Don't you hate being the last to know?" ad campaign, the Inquirer ran a photo of a lonely commuter standing on the platform at Strafford station.....SEPTA last month demolished the ex-Pennsy station shelter at Daylesford.

The winter's only major snowstorm to date dumped nine to 11 inches on the Philadelphia area early on Saturday, February 4. While some SEPTA surface routes had problems, Regional Rail trains ran well that day, with average delays of five to 15 minutes.....The Budget & Planning Committee of the SEPTA board has not yet taken up the question of what to do about reviving service on the Newtown branch (see February Cinders).....The 1902-vintage Lansdowne passenger station will have a rebirth on May 6 when the Greater Lansdowne Civic Association formally completes the \$450,000 restoration of the Frank Furness-designed building. The public is invited to the day-long open house which will include tours, historic photos, a special postal cancellation and display of Bennett Levin's Pennsylvania office car #120. The station had been gutted by fire in 1991.

A few of SEPTA's Silverliner IV MU cars have been plagued with unexpected door openings at the engineer's position. One engineer fell to his death from car #390 in June 1993. SEPTA hired a consultant to look into the problem which apparently stems from electronic malfunctions, and now plans to equip all of these General Electric-built cars with key-operated manual locks on the engineer's door, and #390 has already been so equipped.....Federal rules will require that SEPTA install ditch lights on all of its MU cars and locomotives.....Work is well along on the installation of new lighting and painting of columns along the stub tracks at Suburban Station. ....Interior painting is underway at Lansdale's dilapidated station, but SEPTA's promised \$5-million restoration of the building and parking lot expansion won't begin until next year.....SEPTA is replacing the wooden canopies at historic Carpenter station on the Chestnut Hill West Line.

Facing strong pressure from Harrisburg to hold down its costs, SEPTA is fast approaching the March 15 deadline for a new contract with the Transport Workers Union. That's the date the present three-year pact covering 5,200 City Transit Division workers is due to expire, and the TWU is never reluctant to threaten a strike. Operators currently are paid an average wage of \$16.10 an hour, but TWU Local 234 President Harry Lombardo told the Daily News that in spite of SEPTA's financial problems his members feel they are entitled to a wage increase. He criticized SEPTA for getting a late start in negotiations (SEPTA's chief labor relations official resigned effective January 1), and for delaying talks on economic issues. Lombardo said that the TWU would be as "realistic" as possible in its wage demands. TWU also represents 175 Suburban Division maintenance employees, whose contract expires April 1, and all 130 Frontier District employees where the contract is up for renewal on April 8.

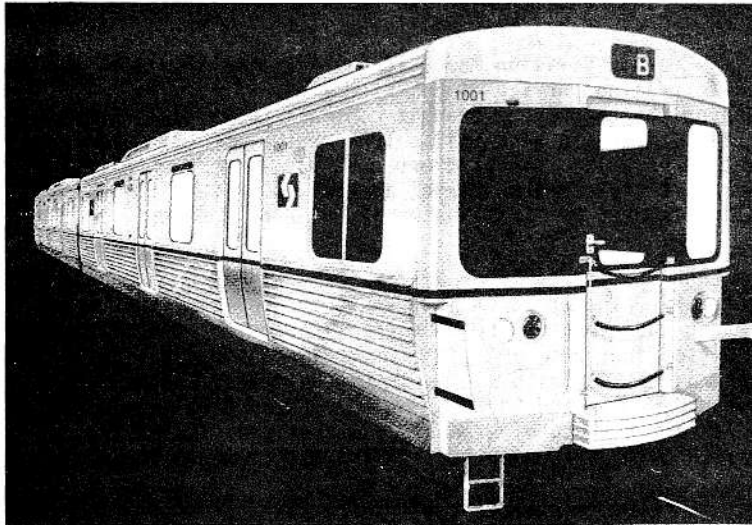
"SEPTA coup afoot?" That was a Daily News headline on February 16, above a story concerning a reported effort by Philadelphia Lawyer David F. Girard-diCarlo to place recently-fired SEPTA Official Robert ("Rick") Wooten in the chairmanship of SEPTA's board. According to the story, Girard-diCarlo's effort had at least the tacit approval of newly-elected Republican Governor Tom Ridge, to whom Girard-diCarlo is a top advisor. The result would be control of at least \$100 million in annual "pinstripe patronage" in which SEPTA awards no-bid contracts to bond underwriters, accounting and engineering firms and consultants. Because General Manager Louis Gambaccini has steadfastly refused to politicize such awards, he too would be on the chopping block. But this elaborate scenario was quickly dispelled when Gambaccini met face-to-face with Ridge on February 21, the Governor indicating that there would be no takeover attempt and that Wooten would remain on the board only as his representative this year. As promised, Wooten remained in the background at the February 23 board meeting, and Chairman Thomas M. Hayward of Delaware County was unanimously re-elected chairman.

(Continued on Page 4)



## PHILADELPHIA EXPRESS (Continued from Page 3)

The SEPTA board at its February 23 meeting also approved the \$102.7-million purchase of 400 advanced-design buses--all of 102-inch width--from American Icarus, Inc., with deliveries to begin in October 1995. Of these, 360 will be 40-foot in length and 40 of 35-foot length, the bodies to be built in Hungary and assembly to be performed in Anniston, AL. Included in the contract will be spare parts and a \$400,000 training simulator. SEPTA's current 1,441-unit bus fleet is showing its age, having been acquired between 1979 and 1989, although SEPTA reports that ridership declines in the City Transit Division reduced peak needs from 1,161 buses in 1989 to only 1,037 in 1993. Some 42 percent of its present fleet exceeds the Federally-established standard of 12 years' useful life. It is uncertain whether the first old buses to be retired will be the 1979-vintage General Motors RTS's or the troublesome Neoplans dating from 1982. But few retirements will occur until after the 1996 Summer Olympics in Atlanta, for which SEPTA is obligated to loan 200 of its new Icarus buses. The February 23 board meeting was conducted under difficult circumstances, as handicapped protesters loudly disrupted the proceedings with demands for greatly increased spending by SEPTA on its paratransit services.



The first "pilot" or test car in SEPTA's order for new M4 Market-Frankford cars is due from ABB in December 1995, and the first production car in June 1996 (see inset drawing). At a delivery rate of 14 per month, the last of the 222-car order is expected on the property by October 1997. Body shells and truck frames are being built in Australia, with assembly of the cars to be performed at ABB's Elmira (NY) shop. Costing \$285 million, the AC-drive cars will feature one-person operation, more roomy interiors as compared with the existing 35-year-old Budd cars, wider doors, air conditioning and a sophisticated radio communications system using three base stations and a coaxial antenna in the subway. The new cars will weigh about 31 tons, seven tons more than the Budds, and will be phased into service as they arrive. A training simulator is also part of the purchase.....SEPTA last month extended its Service Guarantee Program to the Market-Frankford Line, by which SEPTA guarantees passengers that they will arrive within 15 minutes of the printed schedule or a future ride is free.

SEPTA's second-busiest line after Market-Frankford is the Broad Street subway, where 125 B4 cars built by Kawasaki in 1982 provide all service. To keep them in good shape, SEPTA is planning to put the cars through a "mid-life" overhaul at Fern Rock shop, which includes new or rebuilt traction motors, trucks and propulsion systems.....The Broad Street and Market-Frankford Line timetables effective February 5 sport new covers with drawings of the Kawasaki and Budd cars respectively, replacing the infamous "sliding subway" logo used for several years. Though printed in orange (Broad Street) and blue (Market-Frankford), these timetables hardly mention the terms "Orange Line" and "Blue Line" once promoted by SEPTA but ignored by riders.....SEPTA received unwanted publicity last month when two shooting incidents occurred in the Broad Street subway in two days. In the first case, a 42-year-old man was shot in the stomach on the concourse near Walnut-Locust station, and the second victim, 46, was shot in the ankle at the entrance to the Tasker-Morris station. Both were recovering from their wounds. SEPTA police said serious crimes in the subway had declined in each of the last four years, with incidents in 1994 dropping 13 percent to 469, the Daily News reported. There were no rapes or homicides in the subway last year.

With PCC #2728 already painted in a pre-World War II silver-and-cream livery, SEPTA is proceeding with plans to paint #2799 in green for the Philadelphia Historic Trolley loop set to open in April (see February Cinders).....N5 car #133 was delivered to the Norristown High Speed Line February 1, leaving only two to go in the 26-car order.....Two-car trains of N5's were used during rush hours last month following the big February 4 snow.....Trackless trolleys may return in April to Routes 59-Castor Avenue and Route 75-Wyoming Avenue, as one means of relieving a tight bus situation.....Subway-surface lines were detoured to the 40th & Market subway station over the weekends of February 18-19 and 25-26 while curved rails in the trolley subway were replaced and overhead wire repaired.....SEPTA is thinking about reactivating the long-abandoned track on 58th Street between Woodland and Chester Avenues, in order to provide a detour for Route 13 cars when the Chester Avenue bridge is replaced over the Media-West Chester Line. The old Route 46 trackage, however, is buried beneath asphalt. An alternative plan is to bus Route 13 and shift the Kawasaki trolleys to Route 15-Girard Avenue which is currently bus-operated.

SEPTA Board Member Andrew L. Warren has announced that he will accept a high-level position with PennDOT in Harrisburg, also giving up his chairmanship of the Bucks County commissioners.....Statistics from the American Public Transit Association show that commuter rail ridership in the U.S. rose 5.3 percent in the third quarter of 1994 versus the same period in 1993, heavy rail was up 3.85 percent and light rail 2.3 percent. But bus ridership was off slightly, holding the overall transit increase to 1.7 percent (Railway Age).....President Clinton's \$1.61-trillion budget for Fiscal Year 1996 slashes Federal mass transit spending by \$154 million (21 percent) and it is probable that Congress will trim that figure even further. SEPTA's Gambaccini has written Transportation Secretary Federico Pena decrying the Administration's plan to consolidate various DOT agencies into a single surface transportation organization and replace current spending programs with so-called block grants to states, which in turn would dole out a smaller pool of money to highways and transit.

(Continued on Page 5)

## PHILADELPHIA EXPRESS (Continued from Page 4)

Amtrak



The gloom among AMTRAK supporters seems to be deepening. While the Clinton Administration's FY 1996 budget proposes just over \$1 billion for Amtrak--some \$25 million less than Amtrak requested--it is almost certain that Congress will approve a less generous spending plan. Last month the Railroad Subcommittee of the House Transportation & Infrastructure Committee held hearings on Amtrak, during which a highly-pessimistic report by the General Accounting Office was released. The GAO's director of transportation, Kenneth Mead, told the subcommittee that it is "unlikely that Amtrak can overcome its problems in financing, capital investments and service quality and continue to operate its existing 25,000-mile nationwide system without significant increases in passenger revenues and/or subsidies...GAO believes that continuing the present course--maintaining the same funding level and route system, even with the proposed cuts in service--is neither feasible nor realistic because Amtrak will continue to deteriorate." Though admitting the seriousness of its situation, Amtrak responded that it began implementing a long-term business strategy more than six months ago, which involves a basic restructuring, system overhaul, personnel reductions and productivity improvements.

Meanwhile, employee morale at AMTRAK reportedly is at a low level, with both union and non-union workers unsure of their job security. Last month someone at Amtrak began faxing an official-looking memo purportedly from President Thomas Downs, in which such draconian measures as suspension of labor agreements and a 25-percent cut in hourly wages were outlined. Amtrak was forced to issue an "employee advisory" telling its workers that the memo was "cynical and manipulative," and completely untrue. To save money, Amtrak announced the immediate discontinuance of the employee tabloid-style newspaper *Amtrak Ties* and the bi-weekly newsletter *Newsbreak*. Substituting for both will be a news publication entitled *Amtrak Ties Express*.....A letter appearing in the February issue of *Railway Age*, written by Jenkintown Consultant Philip M. Martin, criticizes the magazine for overly-optimistic reporting on AMTRAK during the past several years. "We have all spent the last five years patting former Amtrak executives on the back for the wonderful job they were doing, only now to discover that the often-cited spectacular 80-percent cost recovery figure was grossly misleading...As Tom Downs has now learned, so many problems have been swept under the rug at Amtrak for so long, the carrier cannot survive without radical surgery." The editor responded by saying that "*Railway Age* has always tried to present Amtrak in the best possible light; for a long time, particularly in the early Claytor years, that was a very warm light indeed. Like many others, we may have been slow to identify some troubling weaknesses in the system..."

AMTRAK has detailed the cost savings to be realized by discontinuing some area services. The Atlantic City trains generate \$3.5 million in annual revenues but cost \$8.1 million. Saving: \$4.6 million. The Keystone Service to Harrisburg produces \$4.7 million including PennDOT subsidies but costs \$9.95 million to operate. Saving: about \$5.2 million (Amtrak On Track).....A Federal judge in New York last month ordered AMTRAK to stop ejecting homeless people from Penn Station because it is a "public place." The same rule could be applied to 30th Street Station.....The U.S. Supreme Court has decided that AMTRAK can be sued as a government agency for alleged violations of constitutional rights. The case stemmed from Amtrak's refusal to accept a politically-motivated ad in Penn Station.....AMTRAK continues to underwrite a portion of the PBS children's show "Shining Time Station." The Public Broadcasting Service, like Amtrak, is under attack by budget-conscious Republicans in Congress.

AMTRAK suffered another competitive blow last month when a startup airline, Nations Air, announced that it will begin flying between Philadelphia and Boston and between Philadelphia and Pittsburgh, charging just \$59 for all seats in its Boeing 737's. USAir quickly responded with \$53 fares.....AMTRAK has launched a new preventive maintenance program for Amfleet I cars at its Washington maintenance facility, in which cars are taken out of service every 120 days and run through a 30-step production line (On Track).....AMTRAK reports that ticket sales in the Northeast Corridor were up nearly one percent during the recent Christmas-New Year's holiday season, but revenues fell 3.9 percent compared with a year ago (On Track).....AMTRAK is equipping its cab control cars with ditch lights, as well as its locomotives (Mark Sublette).....F40PH's #241 and 374 have been spotted in service wearing solid gray primer paint with just Amtrak decals and numbers on the sides (North Western Illinois Chapter).....President Clinton last fall signed the High-Speed Rail Development Act of 1994, which appropriates \$25 million in 1995 for corridor planning and technology as well as money to promote rail and grade crossing safety (NARP).



CONRAIL

Completion of CONRAIL's \$80-million clearance program across Pennsylvania has been set back to July, reportedly because of problems encountered in the 1853-vintage Allegheny tunnel at Gallitzin.....Bridge 3, a swing span across the Christina River at Wilmington, has been out of service since December because of a sinking pier. High cost may prevent its reopening, but the closure makes it more difficult for CONRAIL to handle auto traffic at Wilmington Marine Terminal. A new wye has been installed just south of the bridge, linking the Shellpot and New Castle secondary tracks and the Shellpot designation was eliminated.....CONRAIL is considering the sale or lease of several branchlines in the Delaware Valley area, including the Washington secondary out of Phillipsburg, NJ, the Portland secondary out of Easton and the Cement secondary out of Bethlehem. The Vineland secondary south of Woodbury, NJ may be sold to the State. As previously reported, Conrail wants to turn over its "Lansdale cluster" service on SEPTA to a shortline operator.

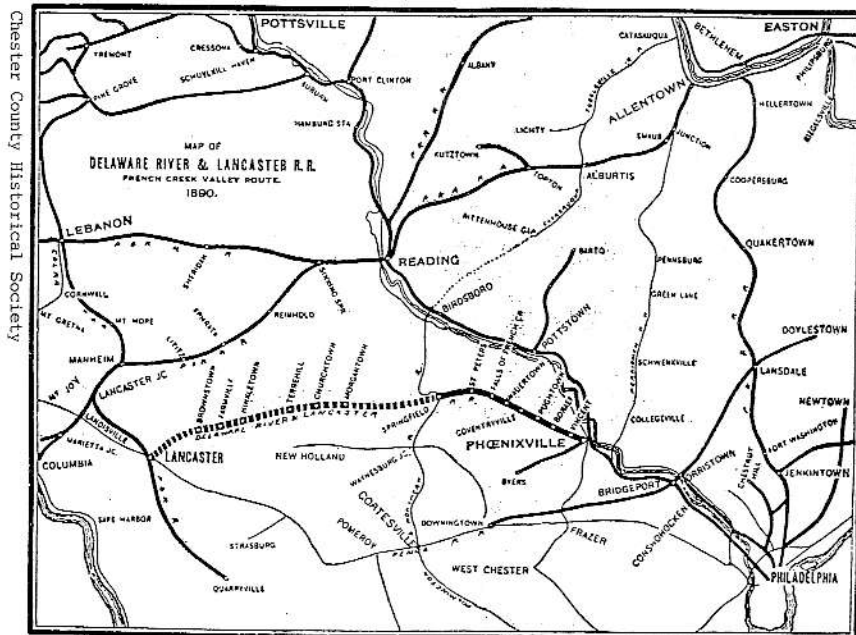
Once again, the 53-car Ringling Bros. Red Unit circus train will be heading north this month to East Rutherford, NJ, passing through Philadelphia via CSX and CONRAIL on March 6. The show will return to Philadelphia from Rochester, NY on May 29 for its usual stand at the Spectrum. The counterpart Blue Unit has been reduced from 52 to 46 cars following last year's derailment in Florida.....The Strates carnival train will not return to Eddystone this season, but may visit another local fair.....CONRAIL soon may not be the only railroad to regularly use E-units on its office car specials. North Western Illinois Chapter reports that ILLINOIS CENTRAL has purchased ex-BURLINGTON NORTHERN E9's #9901 and 9904 for its executive train.....CONRAIL

(Continued on Page 7)



## MORE LIGHT SHED ON LONG-ABANDONED CHESTER COUNTY ROAD

In response to the article published in February Cinders about the long-abandoned Delaware River & Lancaster Railroad, Member Paul Moore of Rydal, PA writes as follows:



"I've done a bit of research on this line, and thought you might be interested in some additional information. The earliest reference I've seen is a January 1891 schedule in an Official Guide. It shows basically the same schedule as the one reprinted in Cinders, except for a Wednesday and Saturday run from Phoenixville to Pughtown and a Saturday-only return. These runs were replaced on the 1892 timetable by trains 8 and 25. The line had a president then: Robert Crane of Philadelphia (who shows as secretary in 1892--Ed.).

"I don't believe that the DR&L train ran all the way to Phoenixville. After reviewing the (Reading's) Pickering Valley schedules, it appears that the train times shown at Phoenixville, Main Street and Ironsides were regular Pickering Valley trains. The DR&L cars probably only ran as far east as French Creek Junction near Kimberton, where passengers changed.

"The DR&L was listed in Poor's, at least in the 1892 edition. This entry states that the line was opened in 1890-91

and that the company owned a single locomotive. It was also losing a ton of money from the start. Four directors were from Manhattan, including the vice president, now the highest-ranking officer. It looks like the company never bothered to appoint another president.

"I've got a note in my files that the DR&L was operated by the Wilmington & Northern beginning in 1893. A September 1894 schedule in the Official Guide confirms this, with the passenger trains now connecting at St. Peters rather than in Phoenixville. These trains ran only between Wilson (MP 6.9) and St. Peters (MP 15.2)--I don't know if freight service was operated between Wilson and French Creek Junction or if that portion of the line was abandoned. Two passenger trains a day ran the route, and company headquarters were now at St. Peters. An entry in the April 1896 Official Guide still shows the line in existence between Wilson and St. Peters. However, the schedule dated January 1895 shows no scheduled service.

"I believe that you are correct in claiming the DR&L as the first abandonment of an entire railroad company in southeastern Pennsylvania. There were many individual lines or line segments abandoned prior to 1895, though, including parts of the old West Chester Railroad and the original Philadelphia & Columbia west of the Belmont Plane." (These abandonments were generally the result of significant line relocations--Ed.)

Member John Petko has called to our attention an article in the most recent issue of the Bee Line, published by the Reading Company Technical & Historical Society. Entitled "Transportation in Kimberton," writer David Adams discusses the evolution of transportation in that Chester County community, with emphasis on the Pickering Valley Railroad opened in 1871, which became the Reading's Pickering Valley branch between Phoenixville and Byers (11.1 miles). Adams mentions the Delaware River & Lancaster, first proposed in 1868 as a short route between Lancaster and New York, but not opened between French Creek Junction (Kimberton) and St. Peters until 1890. "The traffic was not profitable, consisting largely of tourists to the falls of French Creek and transport of granite from the St. Peters quarry and another at Warwick, plus farm products. Within two years the line was in the hands of the sheriff twice--once to be sold to the Wilmington & Northern for \$80.

"The trains stopped running in 1894. For several years thereafter it lingered on in the minds of businessmen and the courts, and in the hopes of those living along it. A debt of \$200,000 remained in 1897. Reports of interest and possible sale gradually diminished until little was heard of it again."

Finally, Member Paul Kutta contributes the following:

"Being a Chester County resident I have for a number of years been interested in the DR&L and have done some research but have never seen a photo of a train on this line. There does exist a postcard view of a DR&L trestle in St. Peters. I would like to complement your text with some additional information that your readers might find of interest.

"Ground was broken at Pughtown on June 24, 1889 and Italian immigrant labor was used. The first locomotive operated on the line on June 6, 1890 and it was in the hands of the sheriff twice in 1892. The line was reportedly sold for \$80 to the W&N in August 1893. It was abandoned in December of 1893 but apparently was left intact until at least 1897.

"Yes, there was a physical connection at St. Peters which enabled the W&N to operate the line for the last four months of activity. It was shut down for eight to ten months before that. I have heard stories that say that the W&N branch from Elverson to St. Peters was called the "razorback," perhaps because it came up and over to St. Peters. The DR&L was called the "Sowbelly" by locals because of its route down to Kimberton and flatcars when loaded with stone sagged under the weight.

(Continued on Page 7)

## MORE LIGHT SHED ON LONG-ABANDONED CHESTER COUNTY ROAD

(Continued from Page 6)

"Interested members can see a well-marked right of way just west of Pughtown (turn off Route 100) about 1/8 mile looking to the north on Pughtown Road. The operators had always dreamed of connecting to the PRR somewhere along the Delaware River and at Lancaster. As we know, these fantasies fled early. Perhaps the map copy shown above may also be of interest to the members.

"I believe that part of the reason for the failure of the DR&L was that the W&N's branch to St. Peters was constructed about the same time (The St. Peters W&N depot was built in 1892) and this successful coal handler could easily supply cars and provide more reliable and dependable service to the granite shippers. There also may not have been enough of these shipments for two railroads and the W&N could have easily squeezed the little DR&L, but this is just conjecture. Even the Reading which gobbled up everything in sight wanted nothing to do with this loser.

"Thanks again for running the interesting item on this Pennsylvania 'ghost' railroad."

One even earlier abandonment that the Editor is aware of involved a railroad in central New Jersey rather than in Pennsylvania. The 28-mile Mercer & Somerset was opened in 1874 between New Brunswick and the Delaware River near Titusville. Leased for a time to the Pennsylvania, it was abandoned in 1881 when the lease was terminated. The M&S was a protagonist in the infamous "Frog War" at Hopewell, when armed mercenaries were hired to beat back the forces of the new Delaware & Bound Brook as they attempted to place crossing frogs in the M&S track. The D&BB was absorbed by the Reading and survives today as Conrail's Trenton Line.

## PHILADELPHIA EXPRESS (Continued from Page 5)

has cancelled its order for four AC-powered diesels from GE, but still has 28 SD80MAC's on order from EMD for delivery beginning this summer. New EMD SD60I units continue to slowly arrive from both the London, Ont. plant and from Conrail's Juniata shop. For the first time in years, CR currently has no new GE units on order..... The new office building for the American Society for Testing & Materials is rising beside CONRAIL's Harrisburg Line in West Conshohocken, directly across the tracks from the Marriott Hotel.

Gordon H. Kuhn, senior VP for CONRAIL's Intermodal Service Group, was recently quoted as saying that higher freight train speeds are sometimes impeded by commuter trains that share freight tracks in metropolitan areas. Railroads can help avoid future congestion by advising shippers to locate new plants away from lines used by commuter trains, he said (Chicago Chapter Pioneer).....CONRAIL has changed the trade name of its Conrail Mercury subsidiary to ConrailDirect. This organization markets a premium door-to-door intermodal service to shippers of printed media.....United Parcel Service rated SANTA FE its top carrier for service excellence in 1994, with CONRAIL in second place.....CONRAIL Chairman & CEO James Hagen last month urged Congress to abolish the Interstate Commerce Commission and end all economic regulation of the railroads. He also proposed that the Justice Department assume jurisdiction over all rail merger cases.....CONRAIL and other railroads in January began random drug and alcohol testing of employees covered by the Hours of Service Act, pursuant to new Federal Railroad Administration rules (Harrisburg Chapter Rail Review).....The new NORAC book of operating rules, effective January 1, no longer contains a rule governing the use of torpedoes as warning devices.

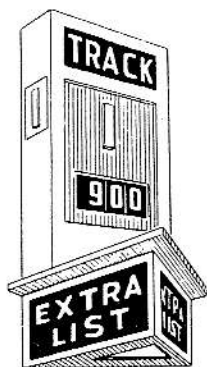
NJ TRANSIT has ordered 95 Comet 4 push-pull commuter cars from Bombardier, with deliveries to begin in the summer of 1996. Valued at \$111 million (Canadian), the new cars will replace the 70 Arrow II cars (Jersey Central Chapter News).....Further south, MARC has ordered 50 bilevel cars from Kawasaki, which will require clearance improvements on AMTRAK's mainline (Harrisburg Rail Review).....NJ TRANSIT's total ridership increased 6.5 percent in 1994 over the previous year (DVARP).....U. S. revenue freight carloadings were up 6.1 percent in 1994, to 17.9 million, while intermodal traffic increased 14.1 percent to an all-time high of 8.2 million units (Railway Age).....The Wall Street Journal reports that Morrison Knudsen is in serious financial trouble and will run out of cash this month unless it can secure \$125 million in new loans. The huge Idaho-based firm has suffered heavy losses on several contracts for building new rail passenger cars and rebuilding locomotives, as a result of the policies of ousted Chairman William J. Agee. Reports that MK may sell off its car and locomotive businesses would affect the shops at Mountain Top, PA and Hornell, NY.

CSX has informed excursion operators that it will run no passenger excursions this year (Ties & Tracks). .....Ross Rowland's proposed "21st Century Limited," a steam-powered train that would barnstorm the U.S. with industrial exhibits over the next four years, reportedly has been cancelled.....CP RAIL last month assigned lightning-striped GP38-2 #7307 to switching duty in South Philadelphia, replacing SW8 #6702 which has been there for the past two years. The ex-Delaware & Hudson 7307 (originally Lehigh Valley #320) is named "Competition".....SOUTHERN RAILROAD OF NEW JERSEY plans to acquire another GP9, ex-CHICAGO & NORTH WESTERN #4562, from GREAT WESTERN RAILWAY of Colorado (Intermountain News).....The private car Lehigh Valley 353 based in Syracuse, NY is reportedly for sale, following its owner's serious illness (Hawk Mountain Chapter Hostler).....Now stored at the Oaks (PA) industrial park are a heavyweight open-platform car, 65-ton GE #60, O-4-OT "Steamtown 1" and RDC's TSR 1122 and 1123 (ex-BOSTON & MAINE 6903, 6914).

## PAOLI SHOP BOOKLET STILL AVAILABLE

Members are reminded again of the availability of the Paoli Shop Booklet. This specially-produced 8-1/2" x 11" publication commemorates the 80 years of service by Paoli electric car shop, which was closed on January 13, 1995. The eight-page booklet, with color covers and numerous historical photographs, was jointly produced by the Philadelphia Chapter NRHS and the Pennsylvania Railroad Technical & Historical Society. Built by the Pennsylvania Railroad in 1915 to support its new electrified suburban service, the shop has been made surplus by SEPTA's recent opening of the state-of-the-art Overbrook maintenance facility.

Copies of this limited publication are available by mail at \$5 each, including tax and postage, or may be purchased at the March 17 Chapter meeting.



MARCH 11, 1995: GATSM Lines Open House, Prospect and Madison Avenues, Fort Washington, PA 19034, 1 to 5 PM. HO, HOOn3 layouts in operation. Admission by donation. For information, contact Job Luning Prak at 215-646-2033.

MARCH 11-12: Great Scale Model Train Show at Fort Washington Expo Center, Virginia Drive, Fort Washington, PA, 10 AM-4 PM both days. All scales represented. Admission: \$5 adults, \$1 children (6-12), family \$10. Sunday, return free. For information, telephone 410-730-1036.

MARCH 12: 9th annual Harrisburg Railroad Show & Collectors Market at Zembo Temple, Third and Division Streets, Harrisburg, PA, sponsored by Harrisburg Chapter NRHS, 9 AM to 3 PM. Railroadiana show, model railroad items, snack bar, movies, seminars. Admission: \$3 per person, children under 12 free. For information, contact: Harrisburg Chapter NRHS, P. O. Box 3423, Shiremanstown, PA 17011, or telephone 717-232-6221 24 hours.

MARCH 18: 5th annual Friends Symposium at Drew University Hall of Science Auditorium, Route 24, Madison, NJ, sponsored by Friends of the New Jersey Railroad & Transportation Museum. Several illustrated presentations will be given on the preservation and restoration of New Jersey's historic transportation equipment, structures and sites, from 9 AM to 5 PM. Admission: \$35 per person (includes one-year membership in Friends group, refreshments and lunch). Order tickets from: Bob Hooper, 4 Carriage Hill Drive, Long Valley, NJ 07853, enclosing stamped, self-addressed envelope.

MARCH 26: Train show at Mother Seton High School, Garden State Parkway Exit 135 at Clark Circle, Clark, NJ, 9 AM to 3:30 PM, sponsored by Jersey Central Chapter NRHS. Show features operating layouts, train set raffle, model trains for sale, books and collectibles. Free parking. Admission: \$4 adults, \$8 family, children under 12 free. For information, telephone Jersey Central Railway Historical Society at 908-755-7456.

APRIL 2: "Mount Carmel Ramble" excursion on Reading & Northern Railroad from Port Clinton to Mount Carmel Junction, PA and return via Locust Summit, sponsored by Jersey Central Chapter NRHS. Diesel locomotives will be featured, and refreshment car will be available for entire day. Train leaves Port Clinton 9 AM, returns about 6 PM. Tickets: \$40 open-window coach, \$45 deluxe reclining-seat coach, \$60 vista dome. Order from: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066-0700, enclosing stamped, self-addressed envelope. For information, telephone 908-454-4848.

APRIL 9: SEPTA trolley excursion with newly-repainted PCC #2728, including all former Route 23 track in South Philadelphia, sponsored by Philadelphia Chapter NRHS. Special car leaves Elmwood depot, Island & Elmwood Avenues in southwest Philadelphia at 12 Noon, returns at 5 PM. Photo opportunities. (See story elsewhere in this issue.) Fare: \$25 per person. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope.

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

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

APRIL 28-30: "Fly with the Eagles" weekend bus tour from Lancaster, PA to Romney, WV and Union Bridge, MD, to ride "Potomac Eagle" and "EnterTRAINment Line" excursion trains through scenic areas, sponsored by Lancaster Chapter NRHS. Chartered buses leave Toys "R" Us parking lot at 1 PM Friday, returning Sunday evening. Tour includes two-night stay at Wisp Four Season Resort, Deep Creek Lake, MD, meals, rail tickets and motor coach transportation. Fares: \$195 double occupancy, \$237 single. Order tickets from: Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566, enclosing stamped, self-addressed envelope. For information, telephone 717-299-6105 9 AM-9 PM.

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

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

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

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



## CHANGES ANNOUNCED FOR NRHS CONVENTION IN LANCASTER

Last-minute changes in the 1995 NRHS convention program have been announced by the sponsoring Lancaster Chapter. These changes have delayed by a month the mailing of the official convention packet and order form to those who have requested them, but the packet was expected to be mailed by the end of February. The convention is scheduled for June 27 through July 2, with a wide variety of activities.

The major changes are:

Wednesday, June 28 - An excursion on the Queen Anne's Railroad, Lewes, DE, replaces the planned trip on the Delaware Valley Railway. The previous excursion on the Wilmington & Western will also be run.

Saturday, July 1 - The announced excursion train from Lancaster to the Steamtown grand opening at Scranton, PA has been cancelled, due to CP Rail's reluctance to operate a passenger train over certain segments of track north of Sunbury, PA. Instead, chartered buses will be run from Lancaster to Pocono Summit, PA, where a steam-powered special train will carry the passengers directly to Steamtown. Returning, the train is expected to be powered by CP Rail/Delaware & Hudson diesel locomotives. Transfer to the buses may be made at Cresco (PA) station.

One key event which remains unchanged is the Reading & Northern excursion on Thursday, June 29, to be powered by the Philadelphia and Lancaster Chapters' recently-restored Reading FP7 passenger units #902 and 903. With a train of 11 or 12 cars planned, it is expected that the F-units will be assisted by other power, but the NRHS-owned units will be on the point for photography.

The convention packet will be mailed only to those who requested it by means of the postcard bound into last year's National Railway Bulletin #4. However, other members may still order the packet by writing to: Lancaster Chapter 1995 NRHS Convention, P. O. Box 643, Quarryville, PA 17566-0643. The member must include his or her NRHS membership number.

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## CHAPTER MEMBERS CITED FOR CONTRIBUTIONS IN 1994

Philadelphia Chapter benefited from the hard work and financial contributions of many members during the past year, President Frank Tatnall said. He commended in particular the following members:

- o Sheila Dorr for her vigorous membership efforts and Sales Committee work
- o Larry Eastwood for his "do everything" role as editor of Cinders, ticket agent, keeper of the computer and national vice president
- o Marie Eastwood for her expertise as secretary, Sales Committee work and assistance in mailing Cinders every month
- o Bill Gardiner for his reorganization of the treasurer's position
- o Harry Garforth for his entrepreneurial spirit in expanding the Chapter's sales activities, which provides additional funds for Chapter needs
- o Mike Hopkins for his tireless work on the FP7 locomotive project
- o Bruce and Virginia Irvin and Frank Lancaster for the endless hours devoted to the FP7 restoration
- o Bob Morris for his leadership role in pushing the FP7 work toward completion
- o The late Bill Wagner for his long service to the Chapter, and for arranging the 1994 summer dinner as his final contribution
- o Doug Watts for his continuing success in providing the Chapter with quality entertainment programs

On the financial side, nearly 100 members contributed more than \$2,100 to the Chapter over and above their annual dues. Donations of \$50 or more were received from John Ciavatta, Les Dean, Larry and Marie Eastwood, John Holgate, Bruce and Virginia Irvin, Vince Jakubowski, Frank Lancaster, George McElhinney, David McWhorter, Robert Morgenstern, Phil Mueller, Charlie Van Reed and Gerald Wilson.

The Chapter extends sincere thanks to all who offered their talents and financial resources during 1994. We look for even greater participation this year.

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### EXTRA LIST (Continued from Page 8)

MAY 19-21: Grand opening of new Railroaders' Hall at the Railroad Museum of Pennsylvania, Strasburg. Events include ribbon cutting ceremony on Friday, cultural and community demonstrations on Saturday and a memorial program honoring all railroaders on Sunday. Regular admission charges will apply. Hours: 9 AM-5 PM weekdays and Saturday, 12 Noon-5 PM Sunday. For information, telephone 717-687-8628.

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



## EL SIMON

## ON THE SCENE

To comply with the requirements of Amtrak's Phase I schedule reductions, numerous changes have been detailed. Since my notes on major changes alone total some eight handwritten pages, I'll try and capsule them here.

The Adirondack's equipment will run through to and from Washington (using a Corridor train number). Presumably, passengers will ride backwards in the Corridor (or seats may be split, as on "clockers").

A through train will be restored between Boston and Newport News, using the numbers 94-95 of the Colonial.

No Atlantic City trains over any part of their routes, but Richmond will be served by an extension of a Corridor train. An afternoon Harrisburg-New York train will be extended to Springfield.

Most "clockers" are little changed. Three one-way Metroliner trips are cancelled weekdays, and the southbound Carolinian will operate one hour earlier.

There will evolve a new numbering scheme for trains in the Corridor as follows:

- 1 - Weekday Metroliners become 100-139 in departure order
- 2 - Weekend Metroliners become 200-209 in departure order.
- 3 - Conventional trains from/to the Springfield Line will be 140-149
- 4 - Conventional trains New York-Boston will be 150-159
- 5 - Conventional trains Washington-Boston will be 160-179
- 6 - Conventional trains Washington-New York will be 180-199
- 7 - Washington-Newport News equipment turns will be 691-699

One Empire Service round trip to Albany will be discontinued, and a Niagara Falls train will be reduced to a three-days per week run connecting at Albany (westbound, anyway).

Some 25 additional Heritage cars, mostly coaches, but including six baggage dorms, have been identified for storage as Amtrak continues to reduce its fleet. Car numbers will be identified next month.

Amtrak has executed agreements with Missouri and Wisconsin to maintain some of the service which had been scheduled to end April 1. Involving the St. Louis-Kansas City and Chicago-Milwaukee routes, fewer trains will be operated, fares will increase and subsidies will be provided at a specified rate until the end of each state's fiscal year, and at a negotiated rate thereafter. The states involved will cooperate in development of cost-saving measures. California is also reportedly working on an agreement to save the Capitols.

Three additional Superliner II cars were noted going west on the Lake Shore Limited on February 17. Sleeper 32111, deluxe sleeper 32502 and lounge 33037 were noted. By April 1, the original Superliner II order should be completed, except for the 38 coaches, which have been deferred behind the second order of 55 cars. In reality, they'll come on line with the second group of transition sleepers.

The recent Morrison Knudsen shakeup may have some part to play in the delay Amtrak has experienced in receiving any Viewliner sleepers -- not even the prototype production model has been seen yet.

Overhauls of Heritage cars lately have been limited to the "clocker" coaches and baggage cars, but a few diners are going through, since nothing to replace them is on order.

The 120-day Amfleet I maintenance program instituted on the Northeast Corridor includes safety inspections and customer comfort items such as air-conditioning, toilets, seats and upholstery.

One of the alternatives being studied for the Montrealer was a section off the Adirondack at Whitehall, NY, operating to Burlington via Rutland. Much of this line, however, would require significant upgrading to achieve passenger train speeds, and the State of Vermont is viewed as very reluctant to devote such a high amount of funding to the project.

The control theater in the Claytor-Scannell Building in New York has been named for the late Christopher P. Wahmann, who served as co-chairman of the joint venture steering committee which oversaw construction of the new facility from 1988 until his death in 1994.

Northeast Corridor CEO George Warrington is sending vouchers for a complimentary Metroliner ride to the CEO's of the top 25,000 companies between New York and Washington.

The first furloughs of "agreement" Amtrak employees have gone out to 425 people in 30 locations, plus 212 employees at Beech Grove. A total of 4,600 agreement jobs will be abolished and 900 management jobs as well. Additional steps are planned to meet Amtrak's goals -- these include measures to enhance revenues, elimination of additional overhead, route and service changes and other operational improvements.

During December, Bear shop was doing both three-year and progressive annual overhauls on Amfleet II cars. However, in mid-January the facility switched over to a program to overhaul Amfleet I cars at the rate of three cars per week. Wilmington, meanwhile, does AEM-7 annuals and rebuilding of "clocker" coaches. New Orleans does limited overhauls on baggage cars and Oakland does progressive annuals on Horizon cars assigned there. Beech Grove, meanwhile, performs everything else.

The ten latest MARC coaches to be rebuilt carry the names they first carried as Pennsylvania sleepers: 140-Tyrone Inn, 141-Hamilton Inn, 142-Franklin Inn, 143-Alliance Inn, 144-Tiffin Inn, 145-Carnegie Inn, 146-Bucyrus Inn, 147-Norristown Inn, 148-Collinsville Inn and 149-Steubenville Inn. Two other cars, also former SEMTA coaches subsequently leased to MARC, may be conversions to cafe parlor cars: Marietta Inn and Van Wert Inn.

## MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS

(Part II)

(Corrected to February 1, 1995)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>CARBON &amp; SCHUYLKILL RAILROAD (CSKR)/RAIL TOURS, INC.*, Jim Thorpe, PA</u>						
467	B-B	RS3	D/E	Alco	1952	Reading 467 (Note 1)
972	4-6-0	D10j	Steam	Montreal	1912	Canadian Pacific 972 (Note 2)
1098	4-6-0	D10h	Steam	Canadian	1913	CP 1098
1554	B-B	RS3	D/E	Alco	1953	Central of New Jersey 1554 (Note 1)
2717	B-B	U23B	D/E	GE	1972	Conrail 2717 (Note 3)
5771	B-B	U36B	D/E	GE	1971	CSX 5771
Note 1: Owned by Anthracite Railroads Historical Society						
Note 2: At Strasburg, PA for repairs						
Note 3: Owned by private individual						
<u>CHESAPEAKE RAILROAD (CHRR), Greensboro, MD</u>						
85	B-B	80-ton	D/E	Whitcomb	1944	Beaufort & Morehead 85
95	B-B	80-ton	D/E	Whitcomb	1946	Beaufort & Morehead 95
<u>CHESTNUT RIDGE RAILWAY (CHR), Palmerton, PA</u>						
20	B-B	S2	D/E	Alco	1945	
21	B-B	S2	D/E	Alco	1946	
1055	B-B	S2	D/E	Alco	1949	Grand Trunk Western 8095 (Note)
Note: Leased from RELCO						
<u>DELAWARE-LACKAWANNA RAILROAD (DL), Scranton, PA</u>						
5	B-B	S1	D/E	Alco	1947	American Locomotive 5 (Note)
426	B-B	SC	D/E	EMC	1935	Bethlehem Mines 109
802	B-B	C425	D/E	Alco	1964	BC Rail 802
811	B-B	C425	D/E	Alco	1964	BC Rail 811
901	B-B	U30B	D/E	GE	1967	Conrail 2888
5019	B-B	*RS36	D/E	Alco	1963	Delaware & Hudson 5019 (Note)
Note: Owned by private individuals						
<u>DELAWARE VALLEY RAILWAY (DV), Kennett Square, PA</u>						
2	B-B	RS36	D/E	Alco	1962	Norfolk, Franklin & Danville 2 (Note 1)
3	B-B	S2	D/E	Alco	1949	Wilmington & Western 3 (Note 1)
105	B-B	GP9	D/E	EMD	1957	Huron & Eastern 105
211-212	B-B	RS32	D/E	Alco	1962	East Tennessee 211, 212
403	B-B	U23B	D/E	GE	1974	Conrail 2778 (Note 2)
Note 1: Leased from private organizations						
Note 2: Leased from Conrail						
<u>DURHAM TRANSPORT (DRHY), Edison, NJ</u>						
66	B-B	NW2M	D/E	EMD	1949	Conrail 9166
<u>EAST BROAD TOP RAILROAD, * Rockhill Furnace, PA (3-foot-gauge)</u>						
M-1	Railcar		G/E	EBT/Brill	1926	
M-4	0-4-0	JCD	D/M	Plymouth	1947	Warner Company
12	2-8-2		Steam	BLW	1911	
14	2-8-2		Steam	BLW	1912	
15	2-8-2		Steam	BLW	1914	
16	2-8-2		Steam	BLW	1916	
17	2-8-2		Steam	BLW	1918	
18	2-8-2		Steam	BLW	1920	
<u>EAST JERSEY RAILROAD &amp; TERMINAL (EJR), Bayonne, NJ</u>						
18	B-B	65-ton	D/E	GE	1950	
19	B-B	80-ton	D/E	GE	1948	U. S. Steel (Fairfield, AL)
321	B-B	SW8	D/E	EMD	1953	Conrail 8621
<u>EASTERN SHORE RAILROAD (ESHR), Cape Charles, VA (Note)</u>						
1600	B-B	GP8	D/E	EMD	1950	Norfolk & Western 3450
1603	B-B	GP8	D/E	EMD	1952	N&W 3468
2000	B-B	GP10	D/E	EMD	1957	Illinois Central Gulf 8250
2001	B-B	GP10	D/E	EMD	1958	ICG 8352
8066	B-B	GP10	D/E	EMD	1954	ICG 8066
8096	B-B	GP10	D/E	EMD	1955	ICG 8096
Note: Locomotive also based at Little Creek, VA						

(Continued on Page 12)



# MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS (Continued from Page 11)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<b>EVERETT RAILROAD (EV), Claysburg, PA</b>						
4	B-B	80-ton	D/E	GE	1943	U. S. Army 7893
8933	B-B	SW9	D/E	EMD	1951	Conrail 8933
8990	B-B	SW9	D/E	EMD	1953	Conrail 8990
<b>GETTYSBURG RAILROAD (GETY), Gettysburg, PA</b>						
39	B-B	GP9	D/E	EMD	1957	Knox & Kane 14
70	B-B	RS36	D/E	Alco	1962	Norfolk & Western 2870
76	2-8-0		Steam	BLW	1920	Mississippian 76
1278	4-6-2	G5d	Steam	Canadian	1948	Canadian Pacific 1278
<b>JUNIATA TERMINAL (JTFS), Philadelphia, PA</b>						
9251	B-B	NW2	D/E	EMD	1947	Conrail 9199
<b>LANDISVILLE RAILROAD (AMHR), Landisville, PA</b>						
92	0-4-0	HLB	D/E	Plymouth	1928	Delaware Valley
8651	B-B	SW900M	D/E	EMC	1938	Conrail 8651
<b>LUZERNE &amp; SUSQUEHANNA RAILWAY (LS), Exeter, PA (Note)</b>						
87	B-B	NW2M	D/E	EMD	1948	Conrail 9187
1751	B-B	GP9	D/E	EMD	1959	Conrail 7242

Note: Assumed operation of parts of former Pocono Northeast Railway

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

## MARYLAND & DELAWARE RAILROAD (MDDE), Federalsburg, MD (Note 1)

3	0-6-OT		Steam	Vulcan	1943	Wilmington & Western 3 (Note 2)
19	B-B	T6	D/E	Alco	1958	Delaware Coast Line 19 (Note 3)
23	B-B	RS1	D/E	Alco	1954	DCLR 23 (Note 3)
200	B-B	C420	D/E	Alco	1963	DCLR 200 (Note 3)
1201	B-B	RS3M	D/E	Alco	1952	Conrail 9999
1202	B-B	RS3M	D/E	Alco	1950	Conrail 9926
1203	B-B	RS3M	D/E	Alco	1952	Conrail 9942
2628	B-B	CF7	D/E	EMD	1946	Santa Fe 2628 (F3A 20C)
2630	B-B	CF7	D/E	EMD	1946	Santa Fe 2630 (F3A 18C)

Note 1: Locomotives also based at Georgetown, Milton, Selbyville, DE and Massey, MD

Note 2: Owned by Queen Anne's Railroad, \* Lewes, DE

Note 3: Owned by Delaware Coast Line Railroad

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