



CINDERS

NOVEMBER 1997



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Volume 58

Newsletter of the

Number 10

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

MEETING NOTICE:

FRIDAY EVENING, NOVEMBER 21, 1997

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 November 21 meeting will feature a narrated slide lecture by National Director Frank Tatnall on "Remembering the Wilmington & Northern". This show will look back over the last 25 years of operation, including some Wilmington & Western Railroad excursion operations.

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, NOVEMBER 18, 1997 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.

Looking ahead to our future meetings, G. Gerrish Williams will provide an entree of winter with a program on the Algoma Central and the Ontario Northland in Canada at our meeting in December, which will be held on the second Friday, December 12, 1997. Please note this change on your calendars.

1998 DUES BILLS ARE IN THE MAIL

Dues bills for the National Railway Historical Society and Philadelphia Chapter have arrived and the mailing of statements and membership cards for 1998 began during the last week of October. Dues for the coming year remain the same as 1997--\$31.00 combined National and Chapter dues for an individual member, and an additional \$3.00 for each family member.

Included with the dues bills is a letter from Chapter President Douglas Watts asking Philadelphia Chapter members to consider a donation above and beyond their dues to assist in reducing the Chapter's indebtedness from the restoration of former Reading FP7 diesel locomotive #903.

Dues payments should be sent to: Membership Renewals, Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. Members are urged to remit their payments before December 31, 1997 to speed the renewal process.

DeGraw to Speak on Delco Trolleys

"Trolleys of Delaware County" will be the subject of a talk by Chapter Member Ronald DeGraw on Monday, November 17 at 7:30 PM. This appearance is one of a five-part lecture series entitled "Getting Around: Transportation in Delaware County" sponsored by the Delaware County Historical Society. DeGraw, who recently retired as director of long-range planning at SEPTA, will concentrate on Red Arrow operations in the county, a subject he examined in two notable books. He is currently working on a new book, The Pig & Whistle, covering the Philadelphia & Western Railway.

The lecture will take place at the main campus of Delaware Valley Community College, 901 South Media Line Road, Media, PA. Admission is free. For further information, telephone 610-359-1148.

BOSCOV'S DONATES READING MODEL FOR CHAPTER FUNDRAISER

(SEE COMPLETE DETAILS ON PAGE 11)

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: \$31.00 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

Special Deals Likely in Conrail Takeover

by Frank Tatnall

The most recent milepost in the Conrail breakup blitz was passed on October 21. That was the deadline for interested parties to submit their comments, petitions and protests to the Surface Transportation Board concerning the CSX-Norfolk Southern takeover plan. It was a key date for anyone seeking special conditions to address perceived inequities in the merger--or attempting to derail it.

Three hundred-odd petitioners have filed with the STB, as several smaller railroads demand additional trackage rights or industry access. Shippers too are looking for long-term rate commitments and competitive guarantees. At the extreme end of the spectrum, the Transportation Trades Department of the AFL-CIO is trying to thwart the takeover, citing the projected elimination of some 3,000 jobs and the service and safety failures experienced in recent western rail mergers. The Federal Railroad Administration also is expected to weigh in early next year after a "comprehensive investigation of safety issues involved in the proposed purchase of Conrail"--possibly the first time that safety has emerged as an issue in a merger proceeding. FRA may go so far as to demand numerous capital improvements "to insure safe operations of the merging railroads."

Many analysts now believe that Union Pacific's current service muddle will haunt the Conrail merger case. With shippers and politicians worried about similar disruptions in the East, Securities Expert Anthony Hatch told the Wall Street Journal that the UP situation "creates all sorts of problems for CSX and Norfolk Southern." Other observers fear that any major lapses in safety or service on the expanded CSX and NS systems could increase the pressure for "open access," the newly-popular doctrine that would blunt the railroads' increased economic power by allowing qualified private operators to run their own trains. But CSX and NS have lined up some impressive support of their own from rail customers and political entities, who feel that the benefits of two strong rail competitors in the Northeast outweigh any possible problems that may arise. On October 22 Governor Ridge and Philadelphia Mayor Rendell announced their support for the CSX-NS takeover, after the two railroads' CEO's came to town with pledges of \$10 million each toward the reopening of the Philadelphia Naval Shipyard. This will be part of the \$400 million in public and private funding required under the agreement to bring European shipbuilder Kvaerner ASA to the now-vacant facility.

With regard to the disposition of Conrail's locomotive fleet, it has become known that NS and CSX will divide the fleet in the same proportion as the physical plant (about 58 percent to NS, 42 percent to CSX). Presumably, a similar formula will be worked out for the freight car ownership.

The Philadelphia-South Jersey region is one of three large "shared-asset" areas envisioned in the CSX-NS plan. It will be operated by a wholly-owned subsidiary to be known as Conrail, whose locomotives likely will be furnished by its parent roads rather than retaining the Conrail image. Although the "Conrail Shared Asset Operation" (CSAO) will serve all Philadelphia freight customers and those in South Jersey, CSX and NS (as well as Canadian Pacific) will operate their road trains into and out of South Philadelphia. CSX has announced that it will construct a new intermodal terminal adjacent to Conrail's Greenwich freight yard to replace its existing Snyder Avenue facility, and will upgrade Greenwich yard itself. This would leave CSX's present East Side yard as primarily a bulk terminal. Last month, CP said that it was withdrawing its objections to the breakup of Conrail, after CSX and NS agreed to give the Canadian road increased access to the Port of Philadelphia and freight shippers in the region.

CSX will rebuild the abandoned Reading Chester branch from the Eastwick junction to Grays Ferry in order to link its Baltimore-Philadelphia mainline with the West Philadelphia High Line. This will create an all-CSX route to North Jersey via the one-time Reading Trenton Line through Cheltenham and West Trenton. In addition, restoring the former connection at "Zoo" tower will permit trains to move onto Amtrak's Northeast Corridor. (NS also wants to restore this connection, and may build a second track on the High Line for its own use.)

The High Line route opens up the possibility of CSX abandoning its line along the east bank of the Schuylkill River across from 30th Street Station, which would eliminate the 1886-vintage tunnel beneath Eakins Oval and fulfill a dream of environmental groups working to develop a riverfront park. CSX also would reroute its South Philadelphia trains over the Grays Ferry connection and Conrail's existing Schuylkill River bridge, instead of the cumbersome reverse operation now required at East Side yard. Adding another positive note, CSX has promised that it will create four new service lanes (the equivalent of divisions) in Conrail territory, with one based in Philadelphia.

In the December issue we'll look at the current NS scenario for the Delaware Valley.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA's most immediate headache, as Cinders went to press, was the threatened strike against AMTRAK by 2,300 members of the Brotherhood of Maintenance of Way Employees, and the effect this would have on commuter rail service. Initially set for October 22, Amtrak and the union agreed to a one-week postponement to October 29 at the request of Transportation Secretary Rodney Slater. But talks were reportedly not going well over the union's demand for wage parity with maintenance workers on the freight railroads. A Presidential Emergency Board sided with the union on this issue, although Amtrak continues to insist that it cannot afford to pay the same wages as the profitable freight carriers.



Together with NJ TRANSIT and the LONG ISLAND RAIL ROAD, which also operate on Amtrak rails, SEPTA has negotiated an agreement with AMTRAK, the BMW and 12 other unions to maintain local commuter service in spite of any walkout on Amtrak. The BMW agreed to allow commuter agency employees, as well as Amtrak dispatchers, tower operators, electric traction workers and other necessary support personnel, to cross their picket lines, if Amtrak and the other unions concurred. Amtrak submitted its plan to the Federal Railroad Administration for approval on October 23, but a final agreement was not reached until the next day. The plan would involve keeping only needed tracks and switches in service, meaning that on the four-track Corridor routes just the #1 and #4 outside tracks would be used. Reading-side riders should experience near-normal service, because their trains will continue to reach Suburban Station even if a total Amtrak shutdown occurred. For its part, the FRA said that it would closely monitor all safety procedures during the work stoppage. In the event that emergency rail service could not be arranged, SEPTA had prepared an elaborate scheme for busing or otherwise diverting the 25,000 daily riders on the affected lines: the R1 Airport, R2 Wilmington-Newark, R5 Malvern-Downingtown, R6 Cynwyd, R7 Trenton and R8 Chestnut Hill West lines. It's uncertain, of course, just how long the emergency service could be sustained.

The huge PennDOT-sponsored park-and-ride field at Cornwells Heights station in Bucks County is set to open on November 6. SEPTA's R7-Trenton trains serve this station, as will AMTRAK's Clockers and some Keystone trains. PennDOT has issued a colorful brochure with a map of the 1,600-space lot showing the ramps connecting with I-95 and Woodhaven Road. SEPTA is building a new inbound platform and ticket office, and will operate small shuttle buses between the vast lot and both platforms. A billboard along I-95 will advertise the new lot with the line "Take the passing lane".....New Regional Rail schedules will be issued November 9.

SEPTA faces a possible strike of its own on the Railroad Division, a spokesman for the Brotherhood of Locomotive Engineers said last month. BLE members are complaining that the shortage of engineers is so severe that under the new job assignment "pick" effective November 9 many of them will be working up to 62 hours per six-day week. This, said the BLE, will lead to unsafe conditions and employee "burnout." To compensate for the outflow of 16 qualified engineers this year to higher-paying jobs on other roads, the union is recommending a 15-percent cut in service until SEPTA stabilizes its workforce. Otherwise, it threatens an immediate strike vote.

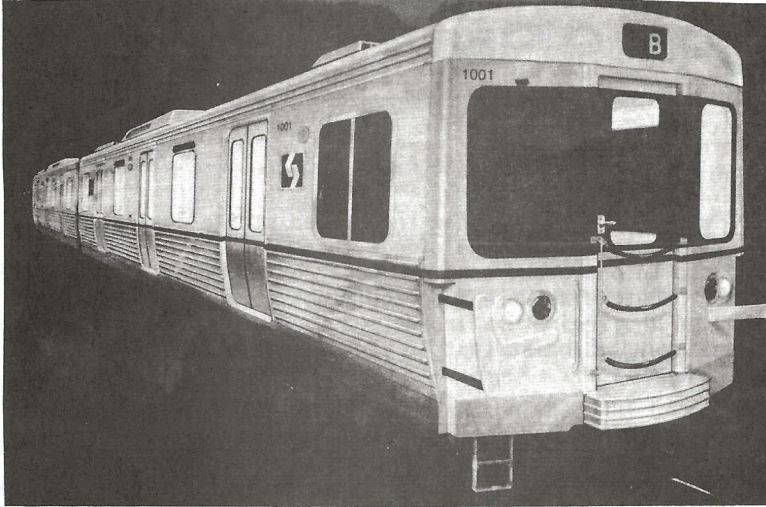
SEPTA is well along in planning for its \$51.4-million Mainline Schuylkill Project, which includes the reconstruction of seven key bridges between Suburban and 30th Street Stations. Originally built by the Pennsylvania Railroad in 1929, the four-track line carries up to 500 weekday trains, making any large-scale project such as this a difficult one. In addition to the bridges, catenary and signal replacement will be carried out, beginning with 20 weekend shutdowns in 1999. When heavy work starts in 2000, SEPTA is debating whether to take two tracks out of service at a time and attempt to maintain operations, or to adopt the RailWorks approach by shutting down entirely between Suburban and 30th Street over two summer periods.

As it does every fall season, SEPTA has declared war on falling leaves which cause slippery rails and train delays. Using a new anti-skid gel applied to the railhead, plus traditional rail-scrubbing and sanding techniques, the Railroad Division hopes to further improve on-time performance after reducing these rail delays by 40 percent in 1996 over 1995.....SEPTA operated four-car trains (instead of two-car) on most lines for the Million Woman March in center city Philadelphia, Saturday, October 25. Six-car trains ran on the R7 Trenton Line.....SEPTA introduced a third outbound express train on the R3 West Trenton line effective this month. Train 6382 leaves Suburban Station at 5:34 PM and runs non-stop to Bethayres.....Renovation work has begun in earnest on the 104-year-old Reading Terminal headhouse. A Hard Rock Cafe will occupy the ground level at 12th & Market and the Marriott Hotel is expected to acquire the upper floors for an annex.

Caln Township commissioners have approved SEPTA's plans for a new R5 rail station at Thorndale, west of Downingtown. Construction should begin early next year.....Work starts this fall on a new 250-space parking lot at the R5 Whitford station, and on a 100-space expansion at Doylestown.....The long-neglected but busy Woodbourne station on the R3 West Trenton line will also receive an upgrading, after Middletown Township supervisors approved SEPTA plans for new platforms, a stormwater runoff basin and a 137-space parking lot.....A 42-year-old Trenton man was struck and killed by SEPTA R7 train #9728 on September 29 as he walked across the AMTRAK bridge over the Delaware River. Some service was delayed for an hour.

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)



SEPTA and ADtranz have agreed to settle the thorny issue of penalties for late delivery of the new M4 Market-Frankford cars. ADtranz is currently up to 20 months late in delivering the 222-car order, worth \$285.4 million, making it liable for damages of as much as \$400 per day per unit. In addition, it is estimated that each married pair will weight 1,286 pounds more than the 126,498 maximum weight specified in the contract, incurring a penalty of \$25 for each surplus pound. Altogether, SEPTA calculates that ADtranz will owe about \$23.6 million in penalties and other charges. But rather than risk a lengthy court battle, the two parties have agreed that ADtranz will offset its obligation by furnishing, at no cost to SEPTA, a computer-based signal system for the tunnel portion of the subway-surface Green Line, replacing the present color-light signals. Presumably, this system will be designed and installed by Westinghouse, an owner of ADtranz.

Meanwhile, the initial M4 trainset consisting of cars 1008-1005-1002-1003-1001-1004 continues in revenue test service on the Market-Frankford Line. By the end of November a second six-car set should be in service and a third set during January. Thirty-five married pairs are expected to be on the property by summer 1998, one third of the total, and by yearend two-thirds of the cars are promised. By the summer of 1999 the entire fleet should be operational, allowing the retirement of the last of the 1960-vintage Budds. Testing of the new cars revealed problems in the areas of power supply, heating and air-conditioning and door systems. While these are being resolved, SEPTA has officially withheld the final clearance to ADtranz for assembly of the entire order. Nonetheless, more than 70 Australian-built car shells are on hand at the ADtranz plant, Elmira Heights, NY, and construction is ongoing. To date, SEPTA has trained about 35 operators to run the new cars, using a simulator at 1234 Market Street. An entirely new signal system on the line will also be required, and devices are being installed at stations to activate the platform-monitoring TV system needed for one-person operation.

SEPTA will showcase its center city Welcome Line during the Christmas shopping season starting November 27, with PCC cars running between Noble and Bainbridge Streets on a half-hour headway and Kawasaki cars as far south as Snyder Avenue every hour. See the "Extra List" in this issue for more details.....A Kawasaki car decorated for Halloween was to be displayed at Orange Street in Media October 30-31.....With Chester Avenue construction completed, Route 13 cars returned to their normal route effective October 26. But the 58th-Woodland-49th Street detour will probably resume next winter, when work begins on a new Chester Avenue bridge over the R3 Media line.....To date, only Kawasaki cars 113 and 9095 have been repainted in the current SEPTA bus paint scheme.

SEPTA has committed \$48 million to the reopening of the Route 15 trolley line, to be known in the future as "Girard Avenue Light Rail." City Councilwoman Happy Fernandez conducted a hearing September 30 in City Hall to explore the future of North Philadelphia's trolley system. A large group of trolley advocates, led by Chapter Member Janet Potter, rode PCC car #2785 over Route 23 rails from Chestnut Hill to center city to attend the hearing. The car was chartered by the Chestnut Hill Community Association. Janet testified in favor of restoring service on Routes 15, 23 and 56, but SEPTA General Manager Jack Leary pointed out that there is no funding in the 12-year capital program for 23 and 56. (Those lines were "temporarily" bused in 1992.) Leary said that the Route 15 project will include track and power upgrades, track separation, traffic-preemption signals, station stops, renovation of Callowhill depot and \$45 million for new light-rail cars (to be assigned to subway-surface routes as older cars are diverted to Girard Avenue). Completion is targeted for 2001.

As expected, Congress allowed the Intermodal Surface Transportation Efficiency Act (ISTEA) to expire on October 1. Not only will highway construction eventually grind to a halt without funding, but the flow of new capital for transit will also end. With the legislation bogged down in the campaign finance debate, it is uncertain whether Congress will renew ISTEA before the fall adjournment.....On October 19 the Inquirer ran an article entitled "SEPTA is quietly, steadily getting safer to ride." Reported injuries on the system declined by 45 percent from 1985 to 1995.....SEPTA last month issued a special edition of its employee newsletter SEPTA Lines to explain the agency-wide reorganization spearheaded by new GM Jack Leary. Such private-sector terminology as "service delivery" and "product lines" are employed, mirroring that of CONRAIL.....SEPTA's new site on the World Wide Web (www.septa.org) can be accessed for schedules, fares and other information.

SEPTA will lease ground at the Norristown Transportation Center to Capitol Trailways for construction of a bus terminal.....SEPTA last month instituted a second small-bus operation out of the Willow Grove Park Mall. Supported by funding from Montgomery County, the Commonwealth Breeze provides service to employment centers not served by the existing Horsham Breeze line. SEPTA now has 17 small buses in its contract fleet.....SEPTA is having problems with the reissue of its city transit map, which will be delayed beyond the announced fall release.....SEPTA has begun a "SEPTA Sparkles" campaign in which stations and other facilities are being spruced up.

If CSX goes through with a plan to increase clearances for double-stack containers on its Baltimore-Philadelphia mainline, SEPTA may be forced to raise its trolley wire at the famous Main Street crossing in Darby. A height of 22 feet or more could make it difficult for trolley poles to reach the wire.....SEPTA has beefed up its Broad Street subway service with six-minute headways for express and local trains during rush hours, and

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PHILADELPHIA EXPRESS (Continued from Page 4)

expresses which run every 12 minutes off-peak. North Philadelphia is added as an express stop.....Transit vandals have switched their tactics from graffiti to "scratchiti," which are etchings on the inside of vehicle windows made with knives or screw drivers. According to Philadelphia Weekly, SEPTA is starting an anti-scratchiti campaign, and is putting a plastic film on the inside of bus windows to reduce replacement costs.....SEPTA has extended its contract with Phoenix Management Services to develop an effective plan for bus maintenance. Phoenix is the consulting group that earlier produced a scathing review of SEPTA management practices that was seen as an indictment of former General Manager Louis Gambaccini.....The Frankford Avenue bridge over Penny-pack Creek in Holmesburg celebrated its 300th birthday last month, making it one of the City's prime artifacts and the nation's oldest stone-arch bridge. It still carries SEPTA's Route 66 trackless trolleys.



As described above, AMTRAK last month was facing another major crisis, as the maintenance workers union threatened to strike on October 29. That threat was confined to the Northeast Corridor, with the union willing to allow SEPTA and NJ TRANSIT commuter operations to continue. Reportedly, an effort had begun in Congress to legislate a freeze of Amtrak's affairs--including a ban on strikes--until action is taken on the long-stalled reauthorization of Amtrak. Clearly, unless a rescue is soon forthcoming from Washington, Amtrak as we know it may soon fade away.

For the umpteenth time, PennDOT has postponed the date by which vendors must submit proposals to build a fleet of diesel MU cars for AMTRAK's Philadelphia-Harrisburg service. The due date is pushed back from October 24 to November 14, 1997 (Bill Polk).....GEC Alsthom has won a contract to supply AMTRAK with control, propulsion and auxiliary equipment for 30 rebuilt electric locomotives. Amtrak will install the equipment in AEM-7's remanufactured at its Wilmington shop, the first unit scheduled to enter service in January 1999 (Fast Mail).....AMTRAK plans to install 150 Quik-Trak automated ticketing machines in 41 Northeast Corridor stations by December. Twenty-three of the machines are already in operation at major stations such as 30th Street (Amtrak)... ..The Surface Transportation Board has agreed to settle the dispute between AMTRAK and UNION PACIFIC over what constitutes express traffic, specifically what kinds of freight Amtrak may transport in its passenger trains (AAR Train-It).

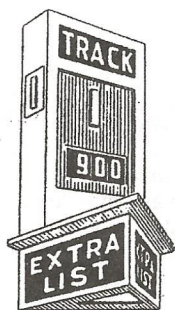
AMTRAK issued its new Northeast and National timetables effective with the time change October 26. On the cover of the Northeast timetable, above a photo of New York's Central Park, are displayed the colorful logos of ten distinct services offered in this region.....A live grenade was found in a paper bag on the platform on North Philadelphia station around 7 PM October 17. All Amtrak and SEPTA service, including trains using the Mainline which runs beneath Amtrak, was halted for nearly an hour.....The full-length ex-Milwaukee dome car Mount Mitchell was spotted on the rear of train 40 September 28 (Al Gaus).....AMTRAK has decided to demolish the vacant ex-PRR station at Glen Loch, and sell the property.



CONRAIL train PIBE bound for Bethlehem crashed into the rear of a standing light-engine set September 29 at "Tara" interlocking on the former Reading Harrisburg Line just east of Harrisburg, killing the conductor of PIBE. The lead engine of PIBE, #6058, was heavily damaged. Ironically, this unit is featured on the cover of the latest (December) issue of Railfan & Railroad Magazine, heading a train on the River Line near West Point, NY.....Triple Crown, a partnership owned jointly by CONRAIL and NORFOLK SOUTHERN, has placed an order with Wabash National for 730 more RoadRailer freight carriers, plus additional bogies (Fast Mail).....Another fiber-optic cable is being laid along CONRAIL's Harrisburg Line to Reading, this one for Qwest Communications. Power for the cable train is OHIO CENTRAL GP10 #7574 and MT-4 slug 1001, both ex-Conrail.

The United Transportation Union has filed suit against NORFOLK SOUTHERN, seeking to have chemical toilets installed in its locomotives. Currently, NS is the only major U.S. railroad that forces employees to use disposable plastic bags in lieu of toilets while on duty. This could become an issue in the joint NS-CSX takeover of CONRAIL because that railroad has language in its union contracts requiring that engines be equipped with toilet facilities.....The New York Times reports that an obscure provision in the proposed AMTRAK reauthorization bill for the first time would limit the amount of punitive damages that freight railroads are assessed for passenger injuries occurring on their lines.....Last month CONRAIL was still repairing the breach in Rockville bridge near Harrisburg, a small section of which caved in under the weight of a coal train on August 19. New cribbing has been installed to support track 0 closest to the south wall of the stone-arch bridge, but it is unclear whether the original stones between the 19th and 20th arches will be replaced in order to restore the external appearance of the historic structure.....Colebrookdale Local reports that nine original Reading signal bridges remain on CONRAIL lines--most of them no longer supporting in-service signals.

The following locomotive were on display at CONRAIL's Juniata shop in Altoona during Railfest '97 on October 4-5: CR 4022 (E8A), 6725 (SD50), 4129 (SD80MAC), 6437 (SD40-2), NORFOLK SOUTHERN 9060 (C40-9W), AMTRAK 116-117 (P42DC), NJ TRANSIT 4116 (F40PH-2), EVERETT 5428 (GP8), NITTANY & BALD EAGLE 1602 (GP8). All were freshly painted. Amtrak and Conrail had several passenger cars open for inspection. In the paint shop, also open for inspection, were new Amtrak P42's #118, 119 and what appeared to be 120 (still in primer). The latter is the final unit in Amtrak's latest order for P42's from General Electric, which were sent to Juniata for painting and final prep work. Because of equipment shortages caused by the Promise Keepers rally in Washington on the 4th, Amtrak was forced to borrow a MARC train to use on the Railfest Horseshoe Curve excursions. The seven-car train was bracketed by MARC locomotives 66 (GP40WH-2) and 75 (GP39H-2).....All six of MARC's GP39's are to be rebuilt under a \$7-million contract recently signed with MotivePower Industries.....The "Trains Unlimited" TV series is currently running on the History Channel at 10 PM Mondays.....JUNIATA TERMINAL has repainted ex-CONRAIL GP10 #7583 into JT's rich red livery with yellow striping, renumbering it 7250. The paint scheme is the same as that applied last year to SW1500 #9275 (ex-CR 9608).



NOVEMBER 8, 1997: Three excursions using ex-Pennsylvania doodlebug #4662 on Delaware Valley Railway's former PRR Octoraro branch, sponsored by Philadelphia Chapter NRHS and Philadelphia Division, National Model Railroad Association, in connection with Brandywine Junction '97 convention of Mid-Eastern Region NMRA. Trains operate from Kennett Square to Chadds Ford and West Grove, PA, with two photo runbys planned on each trip. Passengers MUST utilize bus shuttle from Chadds Ford Ramada Inn, Routes 1 and 202, Chadds Ford, leaving at 8:30, 11 AM and 2 PM. Fare: \$30 per person. Order from: Philadelphia Chapter NRHS, c/o Charles Van Reed, Treasurer, P. O. Box 367, Spring House, PA 19477-0367, specifying first and second choices of trip time, for ticket pickup at Chadds Ford. For information and availability, telephone Bill Gardiner at 215-632-7016.

NOVEMBER 8: First public excursions in 20 years over ex-Lackawanna mainline between Scranton and Analomink, PA, sponsored by Steamtown National Historic Site. Train will be powered by steam locomotives 2317 and 3254 in one direction and diesels in the reverse direction for 94-mile round-trip. Train leaves Scranton 7:30 AM, arrives Analomink 10:25, leaves Analomink 10:45, arrives Scranton 1:05 PM, leaves Scranton 2:30, arrives Analomink 4:45, leaves Analomink 5:15, arrives Scranton 7:15 PM. All-day fare (two round-trips) \$89 adults, \$49 children (10 and under); round-trip Analomink-Scranton-Analomink \$49 adults, \$29 children (10 and under). Tickets include admission to Steamtown museum. For reservations and information, telephone Steamtown Volunteer Association toll-free at 888-856-2345.

NOVEMBER 8-9: Greenberg's Great Train, Dollhouse & Toy Show at South Jersey Expo Center, Pennsauken, NJ, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission; \$5 adults, \$2 children (ages 6-12), with admission good both days. Philadelphia Chapter will be represented at this show. For information and directions call 609-661-9111 or 410-795-7447, or visit Greenberg's home page at www.greenbergshows.com.

NOVEMBER 8-9: Diesel-powered excursions on new West Chester Rail Road from West Chester (Market Street) to Glen Mills, PA and return for Pratt & Company Christmas open house. Trains leave on the hour 12 Noon to 3 PM. Fares: \$8 adults, \$4 children (2-12). For information, telephone 610-430-2233.

NOVEMBER 15: Chalfont Boro Police Benevolent Association Train Show & Sale, 9 AM - 3 PM at Lenape Middle School, 313 West State Street, Doylestown, PA 18901, on Route 202 near 611 bypass. Admission is \$3 per person, children under 12 free. For information, call Paul Myers at 215-345-5017.

NOVEMBER 16, 22, 23: Fall harvest specials on Brandywine Scenic Railway, diesel-powered trains leaving Northbrook, PA (six miles west of West Chester) at 11 AM, 12:30, 2 and 3:30 PM. Fares: \$8 adults, \$7 seniors (55 and over), \$6 children (2-12). Fresh cider and cookies served following each trip. For information, telephone 610-793-4433.

NOVEMBER 17: "Trolleys of Delaware County" talk by Chapter Member Ronald DeGraw, part of "Getting Around: Transportation in Delaware County" lecture series, 7:30 PM at main campus of Delaware County Community College, 901 South Media Line Road, Media, PA. Lectures are sponsored by Delaware County Historical Society. Admission free. For information, telephone 610-359-1148.

NOVEMBER 21-FEBRUARY 1, 1998: "Miniature Marvels: The Fascination of Model Railroading" exhibit at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, in cooperation with Baltimore Society of Model Railroad Engineers. Featured are operating and static displays in HO, O, N and Z-gauges, garden railroad and Thomas the Tank Engine layout. Hours: 10 AM-5 PM daily. Regular admission charges apply (telephone 410-752-2490 or web site www.borail.org).

NOVEMBER 27-29, DECEMBER 6, 7, 13, 14, 20, 21, 26-28: SEPTA will operate PCC cars on center city Welcome Line on 11th and 12th Streets between Noble and Bainbridge Streets for holiday shopping season. Cars leave 12th & Arch Streets on half-hour schedule. It is expected that no fares will be charged. Kawasaki cars will also operate Saturdays plus November 28 and December 26 on 11th and 12th as far south as Snyder Avenue. Further information will be available at Philadelphia Chapter's November meeting.

NOVEMBER 28-JANUARY 11: "A Brandywine Christmas" at Brandywine River Museum, Route 1, Chadds Ford, PA, featuring operating O-gauge model train display. Hours: 9:30 AM-4:30 PM (closed Christmas Day). Admission: \$5 adults, \$2.50 seniors and children (6-12). For information, telephone 610-388-2700.

THROUGH NOVEMBER 30: Exhibit on life of A. Philip Randolph, civil rights activist and founder of the Brotherhood of Sleeping Car Porters, at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, 10 AM- 5PM daily. Regular admission charges apply (telephone 410-752-2490 or web site www.borail.org).

DECEMBER 5-7: Tentative dates for display of Amtrak's Great American Station Foundation whistlestop train at 30th Street Station, to promote revitalization of passenger rail stations in U.S. Further information will be published in local newspapers.

DECEMBER 6: Amtrak-operated "Holiday Shopping Special" from Norristown to Wyomissing, PA and return via Conrail Harrisburg Line, with three-hour layover at Vanity Fair Factory Outlet in Wyomissing, sponsored by Delaware Valley Association of Railroad Passengers. Train leaves Norristown Transportation Center at 10:15 AM, returns about 4:30 PM. Fare: \$35 adults, \$20 children (12 and under). Order tickets from: DVARP, P. O. Box 7505, Philadelphia, PA 19101-7505, enclosing stamped, self-addressed envelope.

DECEMBER 6-7: Annual open house at Cheltenham Hills Model Railroad Club, 8000 Old York Road, Elkins Park, PA, 12 Noon-5 PM. Admission free. For information, telephone 215-635-9747.

DECEMBER 6-7: "Old Fashioned Christmas in West Chester" special trains on West Chester Rail Road, leaving West Chester (Market Street) on the hour 12 Noon to 4 PM for Glen Mills and return. "Westy" the snowman will be on board, with Santa Claus awaiting the train at Glen Mills. Fares: \$8 adults, \$4 children (2-12). For information, telephone 610-430-2233.

DECEMBER 13, 14, JANUARY 3, 4, 17, 18: Annual open house at CATSME Lines model railroad in basement of New Horizons Montessori School, Prospect & Madison Avenues, Fort Washington, PA, 12 Noon-4 PM. Admission by donation. For information, telephone Ed Wilson at 610-584-6923.



EL SIMON

ON THE SCENE

As this column was written, the clock was winding down to a possible job action at Amtrak on October 29, with any Congressional action unclear. Let's however, hope that some sense of sanity will prevail before the Amtrak system is irreparably damaged, perhaps forever.

Meanwhile, life goes on, for now. The delivery of P42 locomotives had reached #114 at presstime, with six more to go. One report claims that the nine Amtrak West P42's (112-120) are being delivered with horns similar to Canadian units. Amtrak's last four F40's assigned to Washington, DC are the 305, 315, 391 and 400.

The incredible fix in which the Union Pacific has found itself has been well documented elsewhere. Amtrak, to be sure, has not escaped the well-documented delays to UP freight trains. The Texas Eagle has been known to operate up to six hours late and may do so into the near future. As a result, Amtrak will not guarantee any connections off this train. As well, the Sunset Limited hasn't been a pretty sight, either.

Perhaps there's a lesson to be learned here. It has been observed that UP cut staff too rapidly because of a need to show a quick return on the capital borrowed to acquire the Southern Pacific. With inflated prices paid by both CSX and NS for their shares of Conrail, what kind of staff cutbacks with resultant delays might we expect to experience at the end of Conrail? The previously well-run UP may ultimately turn out to be the "Three Mile Island" of the rail merger movement, shaking the confidence of public shippers and regulators alike.

Alas, Union Pacific has not been particularly friendly toward Amtrak over the issue of Amtrak's express business. Nevertheless, Amtrak has come to the aid of the beleaguered freight carrier by leasing surplus F40's (for a second time). The initial shipment was 11 units to be followed by 14 more and then who knows how many.

The movement of private cars and railroad equipment on Amtrak trains is an important contributor of revenue. Through the first nine months of 1997, almost 150 cars of both types were recorded. Of interest, by the way, to local members is car 800132, the Henry H. Huntington, formerly Reading Company office car 15. It was on the return portion of that AAPRCO special which ran to Canada and New England around Labor Day. It was last observed operating on the Texas Eagle following the AAPRCO trip.

Amtrak operated quite a number of special trains this fall. In one of its finest hours, ten special trains were operated the weekend of October 3-5. Most were operated for the Promise Keepers rally in Washington. A summary of these trains is as follows:

Boston-Washington	13 Amfleet cars
Albany-Washington	11 Amfleet cars
New York-Washington	12 Amfleet cars
New York-Washington	14 Metroliner Service cars
Philadelphia-Washington	12 MARC cars (and 2 MARC electrics)
Baltimore-Washington (2)	6 MARC cars (one diesel each)

Intercity ran an all-Superliner special from Springfield and Chicago to Washington via the Capitol Limited route. Freight interference west of Chicago put the train over four hours late into Washington. Makeup of this consist was a dormitory, 14 coaches, a smoker coach and three snack coaches -- an impressive 19-car train! But the return trip outdid the inbound train. A coach and lounge originally slated to return to Chicago on the Cardinal were added for a staggering 21 Superliners and three P42 Genesis locomotives. Imagine the nighttime sight of this train rounding the horseshoe curve at Mance, PA on the way up to Sand Patch!

Amtrak's special moves that weekend also included a 14-car special between Boston and Albany-Rensselaer, made up of six MBTA commuter coaches and eight Amfleet cars hauled by F40's 258 and 280. On Sunday, an extra ran from Albany to Buffalo for a Bills football game. P42 #103 and F40 226 led former Metroliner conference car 9800, a Clocker coach, six Amfleet and six Connecticut-owned Constitution Liners (former Budd SPV's).

Earlier, a special train was operated from Albany-Rensselaer to Oneonta, NY and return for Mohawk & Hudson Chapter, NRHS. Power was P42 #101 (in Northeast scheme), FL9 #485, and Amfleet equipment 44983, 21134, 44663, 21245, 48915, 21009, 21253, 21120 and 21648. The date of this trip was September 20. On September 27, a special ran from Niagara Falls, NY and Buffalo to Corning with F40's 226 and 271 hauling nine Amfleet and four Horizon cars on another fantrip. At the same time, the Intercity Superliner trainset set aside for special moves was making an Akron-Pittsburgh round trip.

In some equipment items, great dome lounge 9301 was redesignated as a company service car, numbered 10030. It's repainted in the current scheme like Northeast Direct equipment. Bedroom-sleeper 2230 has become company staff sleeper 10020. Only one "wheel carrier" car, converted from one of the Army ambulance cars, remains in service, mostly as a transition car between different types of cars on the hospital trains operating between Chicago and Beech Grove shop near Indianapolis. These trains are symbolized as 1316 from Chicago and 1315 from Beech Grove.

A decision has been made to standardize striping on single level cars so they all appear like the Northeast Direct scheme. Amfleet II coaches 25014 and possibly the 25037 are the first to emerge from Bear, DE

(Continued on Page 8)

Update of CSX Locomotive Roster

The following additions and deletions should be made to the CSX Transportation locomotive roster as published in the August 1997 issue of Cinders:

Add 20 CW44AC units from GE--272 total units in 1-300 series
 Add 19 SD70AC units from EMD--19 total units in 700-722 series
 Add note to 600-602 SW60AC units to show these are widenose units
 Delete 4 GP38 units--now 46 total units in 2001-2179 series
 Delete 1 SD20-2 unit--now 3 total units in 2400-2403 series
 Delete 1 BQ23-7 unit--now 3 total units in 3001-3006 series
 Delete 4 B23-7 units--now 36 total units in 3100-3143 series
 Delete 1 GP30M unit, eliminating this model from roster
 Delete 5 GP40 units--now 58 total units in 6506-6857 series
 Delete 1 C30-7 unit--now 93 total units in 7000-7094 series
 Delete 1 GP40 MofW unit--now 27 total units in 9700-9728 series

The above changes bring the total CSX units to 2767.

This information was current as of September 27, 1997, as reported in the Bull Sheet, Allen Brougham, editor.

ON THE SCENE (Continued from Page 7)

shop in new striping. Work has continued into Fiscal Year 1998 on refurbishing Amfleet cars. The first released in the new year was 21662, formerly 21126 and rebuilt as an ADA coach. Also, the last Superliner in the tri-color livery, coach 34077, arrived at Beech Grove in early September and will most certainly be re-striped.

Another accident occurred on October 9 just north of Savannah, GA as train 91, the Silver Star, struck a trailer which had become "hung up" on a grade crossing. Reports indicated there may have been some uncertainty about the exact location of the trailer, and thus preventive action could not have been taken. Consist of the train was P40's 814 and 829, MHC 1515, baggage 1230, dormitory 2913, Viewliner sleepers 62038, 62010, diner 8514, Amfleet II lounge 28009 and Amfleet II coaches 25023, 25012, 25074 and 25091. The P40's suffered extensive damage.

Just after the Presidential Emergency Board dropped its bombshell in Amtrak's labor dispute, Amtrak issued its business plan for the Fiscal Year beginning October 1, 1997. Its Board acknowledged that, even before the PEB findings, that Amtrak would need to borrow \$100 million just to operate this Fiscal Year even if Congress provides the greatest of the various amounts being considered and assuming a growth in revenues beyond what was achieved in FY 1997. There will be some management cutbacks but no general fare increases and no general reductions in service levels. For now, at least!

In February, 1998, Amtrak plans to add a fourth Chicago-Texas-Los Angeles frequency -- in this case, a through train leaving Chicago on Fridays and Los Angeles on Mondays.

San Diegan service has been increased to ten round trips per day over the Los Angeles-San Diego segment. An addition is an extra train to and from the San Fernando Valley at Chatsworth.

The Flexliner set ran again on Chicago-Milwaukee trains between September 22 and October 5.

To avoid a difficult backup move, the California Zephyr will again operate from Emeryville to Chicago with a bus connection to Oakland's Jack London Square station.

The Seattle Seahawks football special trains operate non-stop between Portland and Seattle, leaving the Rose City at 7:30 AM for afternoon games and 1 PM for evening games.

The two western mega-railroads both can field impressive business car trains. Union Pacific used its three single-engined "E9" units while Burlington Northern Santa Fe ran an 18-car train with two modern units. BNSF in turn operated a 19-car special behind two new 700-series units.

Dr. Raymond Wood

1924-1997

NRHS President Emeritus Dr. Raymond A. Wood passed away on Monday, September 1, 1997 as a result of complications from cancer. Ray was born in 1924 in Thrall Hospital in Middletown, NY, less than a half-mile from the New York, Ontario & Western Railway's massive brick station building.

Ray became active at the national level of NRHS in 1977 when he was elected Northeast Regional Vice President, a position he held until 1987. During 1985, he served on the NRHS Long Range Planning Committee. Among his accomplishments during his presidency, which lasted from 1987 through 1994, was the establishment of a staffed national office in Philadelphia, development of a grants program for worthwhile preservation projects, and establishment of a National Convention Committee to oversee the Society's annual gathering each summer.

He was an active member of the Ontario & Western Railway Society. A funeral mass was held at St. Joseph's Catholic Church in Middletown on September 4. The Society was represented by numerous members, among them Michael and Lynn Burshtin of Philadelphia. Our Society is stronger today for Ray's interest and involvement in the rail preservation movement. May he rest in peace.

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS

(Part III)

(Corrected to September 1, 1997)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER / NUMBER
NEW YORK REGIONAL RAIL (NYRR), New York, NY (Notes 1, 2)						
11	B-B	S4	D/E	Alco	1951	Massena Terminal 11
21-22	B-B	S1	D/E	Alco	1947	Brooklyn Eastern District Terminal 21, 22
25	B-B	S1	D/E	Alco	1946	BEDT 25
58	B-B	NW2	D/E	EMD	1946	New York Dock 58
59	B-B	NW2	D/E	EMD	1947	NYD 59
Note 1: Operates New York Cross Harbor Railroad (NYCH)						
Note 2: Locomotive also based at Jersey City (Greenville), NJ						
NEW YORK, SUSQUEHANNA & WESTERN RAILWAY (NYSW), Ridgefield Park, NJ (Note 1)						
M-1	Railcar	RDC-1	D/M	Budd	1950	NJ DOT 558 (Note 2)
M-2	Railcar	RDC-1	D/M	Budd	1950	NJ DOT 559 (Note 3)
M-4	Railcar	RDC-1	D/M	Budd	1950	NJ DOT 561 (Note 3)
M-5	Railcar	RDC-1	D/M	Budd	1952	Metro-North 18
M-6 - M-8	Railcar	RDC-1	D/M	Budd	1953	MN 11, 43, 65
116	B-B	NW2	D/E	EMD	1948	Conrail 9264 (Note 4)
120	B-B	SW9	D/E	EMD	1953	Chesapeake & Ohio 5091
142	2-8-2	SY	Steam	Tangshan	1989	Valley 1647
253	B-B	GP40	D/E	EMD	1966	Illinois Central 3023 (Note 5)
1800	B-B	GP18	D/E	EMD	1962	
1802	B-B	GP18	D/E	EMD	1962	
1804	B-B	GP18	D/E	EMD	1962	
2012	B-B	GP38	D/E	EMD	1966	Baltimore & Ohio 3800
2400	A1A-A1A	E9A	D/E	EMD	1954	Metra/Burlington Northern 9921
2402	A1A-A1A	E9A	D/E	EMD	1955	Metra/BN 9915
3000	B-B	C430	D/E	Alco	1967	Conrail 2050
3006	B-B	C430	D/E	Alco	1967	Conrail 2056
3612	C-C	SD45	D/E	EMD	1970	BN 6480
3614	C-C	SD45	D/E	EMD	1970	BN 6486
3618	C-C	SD45	D/E	EMD	1971	BN 6500
3634	C-C	SD45	D/E	EMD	1971	BN 6542
3636	C-C	F45	D/E	EMD	1971	BN 6640
4002	B-B	B40-8	D/E	GE	1988	
4004	B-B	B40-8	D/E	GE	1988	
4006	B-B	B40-8	D/E	GE	1988	
4008	B-B	B40-8	D/E	GE	1988	
4050	C-C	SD70M	D/E	EMD	1995	
4052	C-C	SD70M	D/E	EMD	1995	
4054	C-C	SD70M	D/E	EMD	1995	
Note 1: Locomotives also based at Binghamton, Syracuse and Utica, NY, Rochelle Park, NJ						
Note 2: Leased by NYS&W Technical & Historical Society from United Railroad Historical Society						
Note 3: Owned by NYS&W Technical & Historical Society						
Note 4: Leased from private individual						
Note 5: Leased from Conrail						
NITTANY & BALD EAGLE RAILROAD (NBER), Bellefonte, PA						
1601-1602	B-B	GP8	D/E	EMD	1950	Conrail 5401, 5405
1603	B-B	GP8	D/E	EMD	1953	Conrail 5400
2427	B-B	CF7	D/E	EMD	1951	Santa Fe 2427 (F7A 268L)
7569	B-B	GP10	D/E	EMD	1957	Conrail 7569
9153	Railcar	RDC-1	D/M	Budd	1962	Mass Bay Transportation Authority 9153 (Note 1)
9167	Railcar	RDC-1	D/M	Budd	1953	PennDOT 9167 (Note 2)
Note 1: Owned by Bellefonte Historical Railroad						
Note 2: Operated by Bellefonte Historical Railroad*, on loan from Pennsylvania Historical & Museum Comm.						
NORTH SHORE RAILROAD (NSHR), Northumberland, PA (Note)						
364-365	B-B	SW8M	D/E	EMD	1950	Conrail 8668, 8669
446	B-B	SW9	D/E	EMD	1953	Conrail 8983
Note: Includes Shamokin Valley Railroad (SVRR)						
NORTHERN CENTRAL RAILWAY (NCR), New Freedom, PA						
800	B-B	FPA4	D/E	MLW	1959	VIA Rail Canada 6780 (Note)
1689	C-C	RSD5	D/E	Alco	1954	Chicago & North Western 1689 (Note)
Note: Leased from private individual						

(Continued on Page 10)

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS (Continued from Page 9)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>PATAPSCO & BACK RIVERS RAILROAD (PBR), Sparrows Point, MD</u>						
2	B-B	Slug		Alco	1948	Richmond, Fredericksburg & Potomac S-2 ^a
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
122	B-B	SW7	D/E	EMD	1950	Cornwall 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	
132	B-B	SW1200	D/E	EMD	1957	
135	B-B	SW9	D/E	EMD	1951	S&H 40
140	B-B	VO1000	D/E	BLW	1942	U.S. Army 7461 (ex-P&BR 358) (Note)
141	B-B	VO1000	D/E	BLW	1943	U.S. Army 7464 (ex-P&BR 356) (Note)
144	B-B	DS44-1000	D/E	BLW	1947	Reading 28 (ex-P&BR 360) (Note)
147	B-B	VO1000	D/E	BLW	1943	Pittsburgh & West Virginia 30 (ex-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	
904	B-B	SW9	D/E	EMD	1952	Conrail 8971
936	B-B	SW7	D/E	EMD	1950	Conrail 8873
Note: Rebuilt by EMD						
<u>PENN JERSEY RAIL LINES (PJRL), Morrisville, PA</u>						
302	B-B	DS44-1000	D/E	BLW	1949	SMS Rail 1494
<u>PHILADELPHIA, BETHLEHEM & NEW ENGLAND RAILROAD (PBNE), Bethlehem, PA</u>						
9	B-B	Slug				
10-11	B-B	Slug		BLW	1948	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	
24-25	B-B	NW2	D/E	EMD	1946	
28	B-B	NW2	D/E	EMD	1949	Bangor & Aroostook 21
31	B-B	SW7	D/E	EMD	1950	
34	B-B	SW7	D/E	EMD	1950	
35	B-B	SW9	D/E	EMD	1951	
38	B-B	SW9	D/E	EMD	1952	
39	B-B	SW1200	D/E	EMD	1956	
41-42	B-B	SW1200	D/E	EMD	1957	
82	B-B	SW1200	D/E	EMD	1957	
90	B-B	SW1200	D/E	EMD	1957	
94	B-B	SW1200	D/E	EMD	1956	Cambria & Indiana 41
203	B-B	SW1200	D/E	EMD	1956	P&BR 203
204	B-B	SW9	D/E	EMD	1951	P&BR 204
<u>PINE CREEK RAILROAD, * Farmingdale, NJ (3-foot-gauge)</u>						
1	0-4-0	JLA	D/M	Plymouth	1942	Haws Refractories
3	4-4-0T		Steam	Stephenson	1887	Cavan & Leitrim 3 (Ireland)
5	0-4-0	DL	D/M	Plymouth	1930	Wright Sand
6	2-truck-Shay		Steam	Lima	1927	Ely Thomas Lumber 6
26	2-6-2		Steam	BLW	1920	Surry, Sussex & Southampton 26
40	0-4-0	25-ton	D/E	Whitcomb	1940	Midvale-Heppenstall 40
45	B-B	50-ton	D/E	GE	1951	U.S. Steel
701	0-4-0	10-ton	D/M	Davenport	1950	Alcoa 701
7751	0-4-0	25-ton	D/E	GE	1942	U. S. Army 7751
<u>PORT JERSEY RAILROAD (PJR), Jersey City, NJ</u>						
1197	B-B	SW1200M	D/E	EMD	1963	Missouri Pacific 1197
<u>R. J. CORMAN RAILROAD - ALLENTOWN LINE (RJCA), Allentown, PA</u>						
1713	B-B	GP16	D/E	EMD	1952	CSX 1713

(SEE ABBREVIATIONS ON PAGE 12)

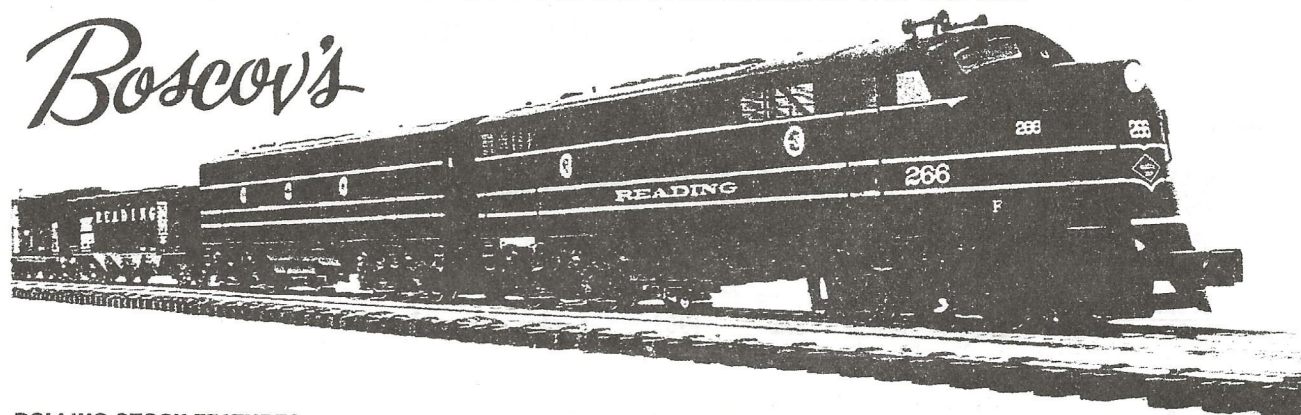
Bosco's Donates Reading Model for Chapter Fundraiser

A lucky Cinders reader will soon win a K-Line model trainset consisting of a Reading F7 A-B locomotive and five Reading freight cars--a retail value of \$500. This classic O-gauge trainset--only 750 will be produced--has been donated to Philadelphia Chapter by Bosco's Department Stores, as arranged by Chapter Treasurer Charlie Van Reed. The set will be displayed at the November 21 Chapter meeting and the drawing will be held at the December 12 meeting. (You do not have to be present to win.)

Members may participate by clipping the coupon below and sending it with a check for one or more tickets (\$5 each, six for \$25) to the Chapter. You will be assisting our own FP7 project and you have a good chance to win this beautiful trainset for your layout at home!

Checks, payable to PHILADELPHIA CHAPTER, NRHS, need to be mailed by December 1, 1997, please!

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- Metal chassis
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Please reserve _____ tickets for the K-Line F7 trainset Fund Raiser. I have enclosed \$5. for each ticket (6 or \$25.). Tickets will be mailed to members. Drawing to be held at December 12, 1997 Philadelphia Chapter meeting, and you need not be present to win. Support the continuing restoration of Philadelphia Chapter's Reading FP7 #903, and earn a chance(s) to win this great O-scale Reading F7 trainset by K-Line!

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

ABBREVIATIONS

ABB - Asea Brown Boveri (Sweden)
 ADT - ADtranz (Sweden)
 Alco - American Locomotive Company/Alco Products, Inc.
 BLW - Baldwin Locomotive Works
 EMC - Electro-Motive Corp.
 EMD - Electro-Motive Division, General Motors Corp.
 GE - General Electric Company
 GMD - General Motors Diesel, Ltd. (Canada)
 MLW - Montreal Locomotive Works
 * - Non-common carrier

D/E - Diesel-electric
 G/E - Gas-electric
 D/M - Diesel-mechanical

B-B refers to four-axle locomotive
 C-C refers to six-axle locomotive

Correction

Cinders reported last month that a book published by West Jersey Chapter NRHS had won a prestigious award from the Railway & Locomotive Historical Society for best railroad book of 1996. Trail of the Blue Comet: A History of Jersey Central's Southern Division was the work of three authors, but Cinders erred in omitting one of their names. The report should have read that the book was written by Christopher T. Baer, William J. Coxey and Paul W. Schopp, with design and original artwork by Bulletin Art Director James E. Kranefeld.

Cinders regrets the error.

Update of Shortline/Regional Railroad Rosters

The following additions and changes should be made to the motive power rosters published in the September and October issues of Cinders.

Add BELVIDERE & DELAWARE RIVER RAILWAY (BDRV), Milford, NJ
 752 GP9 Returned from Black River & Western (BRW)
 Delete DELAWARE-LACKAWANNA RAILROAD (DL), Scranton, PA
 5019 RS36 On lease, reportedly to Northern Central Railway (NCR)
 Add EVERETT RAILROAD (EV), Claysburg, PA (Note)
 5428 B-B GP8 D/E EMD 1953 Former Conrail 5428
 Add Note: Locomotive also based at Duncansville, PA

ABBREVIATIONS

D/E - Diesel-electric
 EMD - Electro-Motive Division, General Motors Corp.

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