



CINDERS



SEPTEMBER 1997

IN THIS ISSUE

ON THE SCENE, by El Simon.....	2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	4
Extra List.....	7
Motive Power Roster of Area Shortlines (Part I)....	9
CSX, NS Push Conrail Takeover.....	11

Volume 58

Newsletter of the

Number 8

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

CHAPTER OFFICERS

President.....	Douglas W. Watts	(610)	259-4226
Senior Vice President.....	Leslie J. Dean	(610)	586-7294
Vice President & Treasurer.....	Charles E. Van Reed	(215)	646-2247
Secretary.....	Marie K. Eastwood	(215)	947-5769
National Director.....	Frank G. Tatnall, Jr.	(610)	828-0706
Historian.....	Larry A. DeYoung	(908)	788-7895
Editor.....	R. L. Eastwood, Jr.	(215)	947-5769

COMMITTEE CHAIRS

Equipment.....	Robert F. Morris	(610)	543-8010
Membership.....	Sheila A. Dorr	(610)	642-2830
Program.....	Leslie J. Dean	(610)	586-7294
Publicity.....	David J. Mears	(609)	428-6843
Sales.....	David Kopena	(215)	441-8092
Trip (temporary).....	Frank G. Tatnall, Jr.	(610)	828-0706

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!

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

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

OUR MEETING:

FRIDAY EVENING, SEPTEMBER 19, 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 September 19 meeting will feature our annual "Show and Tell" program highlighting members' slides taken over the Summer of 1997 (actually, since March 1, 1997). Each of you is invited to show a sample of what you saw through your camera lens, and there has been a lot of activity this year in particular. Please share it with your fellow members. You are asked to give your name to Senior Vice President Les Dean before the meeting.

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, SEPTEMBER 16, 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 future meetings, our October 17 meeting will feature Paul Kutta with a slide program looking back at the Pennsylvania Railroad. On November 21, Frank Tatnall will present a Wilmington & Northern perspective, looking at the late days of Reading operation on this scenic line, and we expect to have G. Gerrish Williams on December 12 providing a slide program on the Algoma Central and Ontario Northland in Canada.

VOLUNTEERS URGENTLY NEEDED

Help wash and wax the Chapters' FP7 locomotives 902 and 903 in preparation for winter, on Saturdays September 13, 20, 27 and October 4. Call Bob Morris at 610-543-9010 for details!

FIRST BOOK PUBLISHED IN NEW PENNSY SERIES

Triumph I: Altoona to Pitcairn 1846-1996 is the title of the first book in a new series which, according to its publisher, will relate the history of the entire Pennsylvania Railroad. Written by Charles S. Roberts and assisted by Gary Schlerf, the hardcover Triumph I contains 400 pages with 600 photographs, illustrations and maps of the famed Pittsburgh Division.

The book is available for \$52 per copy, plus \$5 shipping charge, from: Trains & Stuff, Ltd., 611 Brookwood Road, Baltimore, MD 21229.



Amtrak Train 4-Southwest Chief departing Los Angeles on August 8 derailed at a flood-weakened bridge 13 miles east of Kingman, AZ the following morning. The consist of the ill-fated train was P42 diesels 47, 50, 80, 52, baggage 1254, transition sleeper 39007, coaches 34133, 34076, 34060, smoker-coach 31501, Sightseer lounge 33036, diner 38017, sleepers 32051, 32088-Maryland and MHC's 1526, 1564, 1428, 1556, 1420 and 1563. While there is no word yet on any potential write-offs as a result of the accident, precious-few wrecked cars are being repaired these days. A replacement consist was made up at Chicago to continue east as Train 30-Capitol Limited on August 10. This train included P42 #82, P40 #840, MHC's 1454, 1566, baggage 1251, transition sleeper 39020, coaches 34027, 34087, 34092, smoker-coach 31543, Sightseer lounge 33032, diner 38028, and sleepers 32054 and 32075-Connecticut.

At the end of July the schedule of Trains 40 and 41-Three Rivers was lengthened to better reflect operating experience. Eastbound, the train adds 45 minutes between Chicago and Pittsburgh plus another 25 minutes between Paoli and New York. Westbound, an hour is added between Pittsburgh and Chicago. Since each train leaves at the same time as before, the arrivals in New York and Chicago have been made later.

At the same time, the Sunset was extended south from Sanford, FL to serve Winter Park and Orlando. The schedules of Trains 1 and 2 were adjusted east of Houston.

Amtrak continues to experience delays in the operation of Trains 66-67, Twilight Shoreliner and 76, Weekend Twilight Shoreliner, south of Washington. The delays appear to be reported as "freight train interference", which means that the host railroad has chosen not to cooperate in getting the passenger train over the road on time.

Third-quarter (April-June) performance for Amtrak improved over the previous year, with ridership up almost three percent and revenues up some seven percent. Greatest gain was posted by the Piedmont (up 60%) and the Coast Starlight, up 22%. While its gains were more modest, Metroliner Service was on target to achieve record ridership during this fiscal year.

Work continues on the electrification of the Shore Line between New Haven and Boston. The new locomotives (650-664) are due in the second half of 1998, with the electrification itself scheduled for completion in the spring of 1999. The first high-speed train is due to begin service in October 1999.

The number of active F40 diesels has been fluctuating in the mid-eighties, but 16 units have actually been retired or converted to control or "cabbage" units. For the record, the missing units are: 215, 221, 224, 225 and 368 (converted to NPCU's and renumbered into the "90000" series), and 202, 236, 246, 255, 262, 272, 312, 357, 363, 366 and 379. Of these, 202 was sold to the Association of American Railroads and moved to its test site at Pueblo, CO, and 363 and 379 became Tri-Rail (Miami) 810 and 811. Ten more "cabbage" units have been authorized, including five for California and five additional units at Chicago.

During the United Parcel Service strike, Amtrak operated additional capacity to assist the Postal Service in handling overflow shipments. By a happy coincidence, deliveries are now under way on new RoadRailer vans and accessories. For the record, the numbers of the new express fleet are as follows:

200 new 60' box cars	71000-71199
367 refrigerator cars	74000-74366
20 side-door mail trailers	410013-410032
250 53' end-door trailers	460000-460249
5 auto-carriers	469000-469004
8 refrigerated trailers	414000-414007
8 Coupler-Mates	5200-5207
100 intermediate bogies	5502-5601

These future express and RoadRailer units are being delivered in a silver paint scheme. If financing is arranged for the refrigerator cars, they will be former Fruit Growers Express "Real Cold" mechanical reefers.

The original equipment already in service on Amtrak includes 50 "green" box cars 70000-70049, 13 Road-Railers 410000-410012, 19 Coupler Mates 5000-5018 and two bogies, 5500 and 5501.

An FRA directive limits the number of express cars and RoadRailers to no more than one-third of a train's consist. This will remain in effect until Amtrak acquires some end-of-train devices.

In some other Amtrak items, a Presidential Fact Finding Board was appointed on August 21, resulting in a cooling-off period of 60 days for a threatened strike by the Brotherhood of Maintenance of Way Employees.

On July 25, Amtrak cancelled both Auto Trains to allow the increasingly tardy trains to regain their correct schedules. One trip in each direction was cancelled.

An additional weekend round-trip was added to the San Diegan between late July and Labor Day to carry Del Mar Race Track and beach traffic.

(Continued on Page 3)

ON THE SCENE (Continued from Page 2)

Amtrak has ordered two additional Talgo coaches for shop margins to protect the three trainsets on order for Pacific Northwest service.

Amtrak's Northeast Corridor fleet at the end of July included 184 locomotives and 465 passenger cars. For the record, these include 10 cab-coaches, one conference car (9800), 36 F40PH, four FL9, four GP40PH, 10 P32AC-DM and four P42-8's. Also included are 52 AEM-7's, 13 E60's, four CF7's, three GP7's, 12 GP9's, five GP38's, ten MP15's, nine SSB1200's, three SW1's, two SW1000 (rebuilt SW9) and two Turbo power units.

Passenger carrying equipment includes 432 Amfleet I cars, broken down as 15 split clubs, 13 dinettes, 27 cafes, 12 Custom Class-dinettes, three Custom Class-lounges, 252 coaches, 15 Metroliner full clubs, ten club-dinettes, 60 Metroliner coaches, 13 Metroliner dinettes and 12 Custom Class coaches. Non-Amfleet I equipment includes 12 Clocker coaches, three Clocker handicapped coaches, three lounges, two 10-6 sleepers and three 10-6 handicapped sleepers (the preceding five cars used in Intercity dormitory service), three Vermonter baggage cars, four Viewliner sleepers, one Turbo cafe and two Turbo coaches.

First American Railways is receiving rebuilt bi-level cars from Denver. These will be used on a service from South Florida to Orlando expected to start this October. Color scheme apparently is basic red.

Virginia Railway Express commuter service has been suffering from the same CSX problems as has Amtrak's Shoreliner and at the end of July had reduced its Fredericksburg service to three round-trips. On the other hand, Maryland's MARC service continues to prosper. CSX, having obtained millions of dollars to upgrade its facilities and track seems to be able to operate MARC trains on time, and of course, the Penn Line trains to Baltimore and Perryville operate over Amtrak.

MARC is also receiving new bi-level cars, which are expected to replace former Pennsy and Norfolk & Western sleepers rebuilt to PRR coaches in 1963-64. They are the oldest cars in commuter service today.

Long Island Rail Road's locomotives and coaches are all due for replacement soon and therefore little work has been performed on car exteriors, with locomotives and cars both decidedly seedy. The M-1 MU's, however, are receiving headlights mounted above the front door, thus effectively making the original low headlights become "ditch lights".

Looking back some decades, the Reading Company owned only one Pullman car, the Ottawa. Two other cars, (Cammack and Holliston) operated on RDG in the 1930's when more car lines were operated. In July 1934, Pullman air conditioned "club car" (parlor-lounge) Wall Street and parlors Jane Austen and Louisa Alcott. These cars were used on the Wall Street Special and Queen of the Valley. The next year saw the upgrading of the Clara Barton and, in 1937, the Abigail Adams. These protected a second car on both the Philadelphia and Harrisburg routes.

Central Railroad of New Jersey operated the "buffet parlor clubs" Jersey Shore and Ocean Beach on its New York & Long Branch shore route (Pennsy ran more cars). A regular parlor car also ran, which may have been a car from the Baltimore & Ohio pool, rendered surplus by the introduction of rebuilt cars on the Royal Blue and Columbian. B&O's Columbian, in fact, was America's first air-conditioned train, with Pullman providing eight air-conditioned parlors that year.

Forty years ago, the Pennsylvania Railroad was winding down steam passenger service on the New York & Long Branch and the Camden-Pemberton line. The Garden State Park race trains turned out to be Philadelphia's last scheduled trains behind K4s Pacifics. I observed a consist headed by the 5379 about ten days before the end. The Baltimore & Ohio Railroad still called at 24th & Chestnut Streets station and its service featured the new Budd RDC Speedliners between Philadelphia and Pittsburgh.

Elsewhere around the Quaker City, you could find more than 20 Fairbanks-Morse TrainMasters in passenger service on the Reading and Jersey Central, and all three railroads serving our city still operated classic open-section sleepers. Pennsy's GM-built Aerotrain had swept in and out, but PRR was proud of its lightweight Budd-built Keystone. In keeping with the mixed fleets of the era, the new low-level train often was coupled to a standard-weight parlor car.

You could still get a meal on four different Reading trains to Pottsville and Jersey City. Outside Reading Terminal, Peter Witt streetcars trundled down Market Street on Routes 17 and 32 bound for South Philly, while underground, the A-8 Market Street cars and A-15 "Frankford" cars soldiered on along PTC's Frankford and Market Street elevated lines.

PR&P TELEGRAPH STILL "LIVES"

A brief article in the April issue of Cinders reported on the demise of the Philadelphia, Reading & Pottsville Telegraph Company. Founded in 1847, PR&PT became a subsidiary of the Reading Company, later passing to Conrail which dissolved the company in 1980.

We have now learned from Jim Brownback of Boynton Beach, FL that he acquired the company's name and preserves it today as "America's oldest chartered telegraph company." One of only two surviving PR&PT telegraphers, Brownback also worked as an agent, towerman, train order operator and general yardmaster for the Reading, and in the 1960's managed the "DC" telegraph relay office at Outer Station in Reading.

He corrects our account by noting that PR&PT did not turn over its commercial business to Western Union in 1879, but instead became an agent for WU and continued to handle the business for many years. A 1947 story in the Reading Railroad Magazine reported that PR&PT then maintained 13,855 miles of wire, served 161 offices and handled an average of 48,000 commercial and 152,000 railroad messages per month.

The Editor thanks Mr. Brownback for this additional insight into an historic railroad organization.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

With a phalanx of Delaware and SEPTA officials on hand, the newly-completed rail station at Newark was dedicated on Tuesday morning, August 26. SEPTA will begin serving the station, located on South College Avenue near the Chrysler auto plant, on September 2, with four weekday round-trips in the morning and three in the afternoon. These will be extensions of existing Wilmington-Philadelphia trains, as shown in the revised R2 timetable issued on August 31. The new station is just south of and across the AMTRAK mainline tracks from Newark's historic ex-Pennsy depot, and is complete with a ticket office and parking field.



Speakers at the August 26 ceremony included Delaware Governor Thomas Carper, Congressman and former Governor Michael N. Castle, DelDOT Secretary Anne P. Canby, Delaware Transit Director Nancy Shevock and SEPTA General Manager John K. Leary, Jr. After a ribbon-cutting ceremony, officials and guests were given a ceremonial ride to Wilmington and return aboard a four-car SEPTA train made up of freshly-refurbished Silverliner IV's #284-299-109-110. Ultimately, SEPTA's R2 line and MARC's Maryland rail service may be linked at Newark or elsewhere, but there was no mention of this.

SEPTA's ex-Reading freight station in Doylestown will be developed into a 4,800-square-foot restaurant, under a \$470,000 plan approved last month by the Borough Council and earlier by SEPTA. Developer Ivon Warren plans to name the 150-seat restaurant the Freight House Cafe, and it will include an open-air deck adjacent to SEPTA's tracks. Plans have also been approved to upgrade the adjacent R5 passenger station to include an inter-city bus terminal and coffee shop, plus 100 additional parking spaces. Construction will begin this fall..... With SEPTA's Regional Rail system enjoying increased ridership in each of the past four years, SEPTA added more than 400 new parking spaces during Fiscal Year 1997 ended last June 30. Several more parking expansions should be completed in the current fiscal year, including the huge lot at Cornwells Heights..... Work is to begin this month on restoration of the 1858 Overbrook station, oldest in the area.

SEPTA has hired Sperry Rail, Inc., operator of the familiar yellow Sperry detector cars, to perform ultrasonic testing for defects on its commuter rail lines. The program will be carried out during the summer over a three-year period..... SEPTA has completed a total interior refurbishing of about 20 of its 231 General Electric-built Silverliner IV cars. Pending full funding, the work will continue on the balance of the fleet over the next three years..... SEPTA planned to lease a push-pull trainset to AMTRAK for the Labor Day weekend rush..... DVARP reports that Chicago's METRA is testing a system which allows commuters to purchase multi-ride tickets through an Internet web site..... SEPTA will build a new pedestrian-only bridge at the R5 Berwyn station to replace the long-closed Cassatt Avenue span. The \$2.8-million project will include new station platforms, stairs and ramps.

SEPTA GM Jack Leary reports that the Railroad Division chalked up a 91-percent on-time record in Fiscal Year 1997, up from 86 percent the previous year. Thus, SEPTA's payouts under the Service Guarantee Program are down (John Pawson)..... A Delaware County group has obtained a \$60,000 grant to conduct a feasibility study for converting SEPTA's abandoned Chester Creek Branch into a recreational trail. The 6.7-mile ex-Pennsy branch extending from Chester to near Wawa has been unused since it was damaged in a 1971 flood--the same storm that severed the Octoraro Branch near Chester Heights..... Both the *Inquirer* and *Reporter* recently have run articles on SEPTA's grade crossing tower at Main Street in Lansdale. It is claimed that this is one of only two crossing watchman towers in the U.S. still manned by operators who control the gates and flashers.

SEPTA's capital budget for Fiscal Year 1997 was still being debated in late August, as Philadelphia and suburban board members continued to wrangle over spending priorities. Mayor Rendell in June complained that some transit projects in the City were taking a back seat to suburban initiatives, reminding General Manager Leary that Philadelphia contributes far more ridership and funding to SEPTA than any of the surrounding counties. Meanwhile, suburban officials were countering that too much of SEPTA's capital budget was directed toward the City! Some shifting of funds was made by the SEPTA staff (see August *Cinders*) but the revised budget was removed from the board's August agenda. It is now listed for the September 11 meeting, because State law requires a final spending plan to be in effect by October 1.



On August 26 SEPTA placed a set of its new ADtranz M4 cars in regular service on the Market-Frankford Line. Both the *Inquirer* and *Daily News* the next day carried stories and photos about the train, together with comments from startled and pleased riders enjoying the smooth ride and air conditioning. Consisting of cars 1004-1001-1002-1003-1008-1005, the train was to continue running between 69th Street and Frankford while SEPTA officials evaluated its performance. When they are satisfied, ADtranz will be instructed to assemble the additional 216 cars specified in SEPTA's \$285-million contract with the Elmira Heights (NY) builder. The Market-Frankford Line can use an infusion of good news, having lost some 35 percent of its ridership since 1988 to a daily average of under 150,000, and now its new cars a year behind schedule.

At the behest of new GM Jack Leary, SEPTA has launched a project to win back the customers it has lost over the past decade--more than 15 percent of its ridership base. In a lengthy article published on August 10, the *Inquirer* reported on the plan being put together by Bernard Cohen, SEPTA's new assistant general manager for

(Continued on Page 5)

PHILADELPHIA EXPRESS (Continued from Page 4)

strategic business & ridership development. Successful ideas used by other transit agencies will be incorporated into the program.....SEPTA figures show that its loss of riders has bottomed out and nearly one million new customers rode the system during the fiscal year ended June 30--the first ridership gain in nine years. About 199 million trips were taken, an 0.5-percent increase over FY 1996, owing to gains on the Railroad and Suburban Transit Divisions. Each saw increases of around 1,000 daily trips, to 80,000 on the railroad and 45,000 on Suburban. And the Authority reported a small budget surplus of \$119,000, its first in several years, helped along by a 1,000-person cut in the workforce. "SEPTA," Leary said, "for a variety of reasons is clearly in a much healthier condition than we were one year ago."

Congress is expected to vote this month on reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA), which should provide funding for highway, transit and other transportation-related activities over the next year and beyond. Renewing the present law, which expires on September 30, has sparked heated debate, mainly over proposals to increase spending on highways and to change the distribution formula among the states. One powerful Congressman, House Transportation Committee Chairman Bud Shuster of Pennsylvania, is also insisting that the Highway Trust Fund (which includes a component for transit) be taken "off-budget," thus releasing all revenue currently held in the account.....Some transit officials are wondering if the huge sums spent and to be spent on complying with the Americans with Disabilities Act are cost-effective. According to an item in Urban Transport News, cities such as Houston, TX have found that few disabled people take advantage of wheelchair lifts in buses and special ramps at stations, preferring instead paratransit services.....SEPTA has reached a settlement in a court case brought by the Disabled in Action group, setting up a monitoring program to ensure that wheelchair lifts on buses actually work. If not, the buses are to be removed from service.....SEPTA has taken on a new advertising agency, the West Chester-based Silberman Group.....A 50-year-old man jumped in front of an eastbound Market-Frankford train at the 8th Street station on August 28. He died instantly, but succeeded in disrupting rush-hour service for 85 minutes.

It was 30 years ago this month that Red Arrow began its ill-fated experiment with steel-wheel-equipped buses on its rail lines. As reported in Railway Age, on September 29, 1967 a General Motors bus fitted with hi-rail equipment made a 20-mile demonstration run on the Philadelphia & Western line and adjacent highways, prompting Red Arrow President Merritt H. Taylor, Jr. to declare that his company would acquire 40 to 50 of the so-called "rail-buses" for service in 1968. Later testing revealed that the vehicles could not operate in wet weather and the idea was unceremoniously dropped.....Buckingham Valley Trolley Association has started scrapping wreck-damaged Bullet car #202, stored at the abandoned Front & Laurel site in Philadelphia.....SEPTA's current trolley timetables display a photo of a Kawasaki car on the front panel, replacing the previous employee photos.Suburban & Wayne Times carried a full-page color spread in its August 21 edition of SEPTA Board Member Richard Kurtz of Berwyn, who has a large O-scale railroad modeled after the Paoli mainline.

Amtrak



As September began, the thrilling last reel of "The Adventures of AMTRAK" was still in production. Would Congress ride to the rescue or would Amtrak plunge off the cliff into Bankruptcy Gorge? Through some legislative sleight of hand, Congress in late July finessed the sticky question of dedicating one-half cent of the fuel tax to an Amtrak capital fund (see August Cinders). Instead, the budget bill as signed into law allows Amtrak to claim \$2.3 billion worth of tax credits for losses its predecessor railroads suffered on their passenger business before the creation of Amtrak in 1971. But the money won't become available until Congress approves the reauthorization of Amtrak in a separate bill now hung up over labor and liability reforms that Amtrak insists are needed for its long-term survival.

decessor railroads suffered on their passenger business before the creation of Amtrak in 1971. But the money won't become available until Congress approves the reauthorization of Amtrak in a separate bill now hung up over labor and liability reforms that Amtrak insists are needed for its long-term survival.

Of even more immediate concern is enactment of AMTRAK operating assistance for Fiscal Year 1998 beginning this October 1. Both the House and Senate transportation bills would appropriate \$201 million for operations, \$44 million less than requested by Amtrak. Especially ominous is the House action in cutting \$60 million from the "mandatory payments" needed for Amtrak's required contributions to the Railroad Retirement Fund. This shortfall, said NARP, "has the potential to sink Amtrak." Preparing for the "worst-case" scenario, House and Senate committee chairmen last month wrote to the General Accounting Office asking GAO to advise them what impact the liquidation of Amtrak would have on the Federal government, creditors and the Railroad Retirement system (Traffic World, NARP).

President Clinton on August 21 headed off a strike against AMTRAK threatened for September 5. He appointed an emergency board to investigate the dispute between the railroad and the Brotherhood of Maintenance of Way Employees, which under the 60-day timetable set by the Railway Labor Act would postpone until October 21 the date when the union could call a strike. If there is no agreement, Congress could also step in to legislate a settlement.....PennDOT is expected this month to award a \$23-million contract for diesel-powered railcars to run in AMTRAK's Philadelphia-Harrisburg service. But its consultants' report on the Harrisburg line still has not been released.....AMTRAK has announced that it will run special trains from Harrisburg and Lancaster (and Paoli?) to the Eagles football games at Veterans Stadium on October 5 and 19. The games start at 1 PM and trains will run directly into CONRAIL's South Philadelphia yard (but not over the High Line). For information, call Amtrak at 800-USA-RAIL.

AMTRAK again operated its "Rail to the Fair" special for DelDOT from 30th Street Station to the State Fair at Harrington, DE on July 19, then on to Laurel, DE and return. F40's #297 and 315 were on opposite ends of the seven-car train.....Those new RoadRailer mail-carrying units are being delivered in a plain-vanilla white paint scheme with just the AMTRAK reporting marks and numbers. They may be seen on the end of trains 40-41 and 89-90.....AMTRAK has sold its General Electric 45-ton diesel #7, 70-ton #9 and 80-ton #12. They were used as shop switchers at Rensselaer, NY and Beech Grove, IN.....Brand-new P42 diesel #104 in its "Corridor" blue-stripe paint scheme was displayed along with coach equipment during Parkesburg's 125th anniversary celebration on July 26. These units may be seen on Keystone trains to Harrisburg, although two ran west on the head end of #41

PHILADELPHIA EXPRESS (Continued from Page 5)

on August 24.....AMTRAK's Philadelphia Product Line encompasses 20 daily trains--both Keystone and Clocker. The four Clocker round-trips between Philadelphia and New York carry 1.4 million passengers each year, Amtrak reports. Amtrak has even issued a four-color Clocker schedule card.

CONRAIL

At about 8 PM on August 19 a CONRAIL coal train headed westbound across the famed Rockville bridge near Harrisburg suddenly went into emergency. A quick inspection revealed that a 12 x 30-foot section of the bridge at the 20th span, near the middle of the Susquehanna River, had collapsed under the weight of the train, plunging five loaded cars into the shallow water. The train, bound for Enola yard, had been traveling on Track 0 nearest to the south side of the 95-year-old stone-arch bridge when the substructure simply gave way. Adjacent track 1 was also taken out of service, leaving only track 2 to handle the normal daily volume of 50 to 60 trains, including AMTRAK 40, 41, 43 and 44.

Within two days a contractor and railroad employees began work to shore up the collapsed section, which will require a new concrete deck and retaining wall. This will most likely change the appearance of the classic 48-arch bridge. No serious delays were reported to Amtrak trains over the next few days, even though track 1 remained closed, but Conrail detoured a few trains via the former Bald Eagle branch from Tyrone to Lock Haven, thence to Harrisburg on the Buffalo Line. Reports surfaced that Conrail inspectors a month earlier had noticed that the bridge section which later collapsed appeared weak, causing the track to shift slightly when trains passed over it. Both the National Transportation Safety Board and the Federal Railroad Administration are investigating because of the bridge safety issue, even though no one was injured. Ironically, in July several local people were written up in the Harrisburg Patriot-News for their efforts to have the bridge honored on a U. S. postage stamp in 2002, its centennial year.

CONRAIL reported second quarter net income of \$117 million (excluding merger-related costs) compared with \$109 million (excluding employee separation costs) in the second quarter of 1996. This was the fifth consecutive quarter of record net income, as well as a record 77.8 operating ratio for the quarter. If merger-related costs of \$391 million for the second quarter were included, there was a net loss of \$274 million versus a net income of \$26 million for the second quarter of 1996 when separation costs were included.....More than 1,600 carmen represented by the Transport Workers Union and the Brotherhood of Railway Carmen ratified new contracts with CONRAIL in July. Following the pattern of the 1996 national agreements, the workers will receive wage increases totaling 14 percent over five years.

Philadelphia Chapter President Douglas Watts, who is director-special projects at CONRAIL, was one of three employees representing the company at the Urban League Leadership Institute last year. He now has been named to the Institute's Steering Committee.....An official history of CONRAIL may be written during the next year, but will it become a best-seller?.....CONRAIL says that it saved over \$7 million in fuel costs last year because of its locomotive shutdown policy.....A recent customer survey by UNION PACIFIC showed that all major railroads fell behind truckers in the overall satisfaction category. Truckload carriers had an 87-percent satisfaction rating, NORFOLK SOUTHERN 74 percent, UNION PACIFIC 68 percent, BNSF 64 percent, CONRAIL 60 percent, CSX 60 percent, Southern Pacific 49 percent.

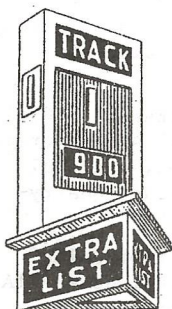
NJ TRANSIT

The August 20 storm which dumped up to 14 inches of rain on parts of South Jersey washed out a 180-foot section of NJ TRANSIT's Atlantic City mainline. The washout south of Egg Harbor City halted rail service for two days between that point and the shore resort.....NJT's board has approved an operating budget of \$861.9 million for Fiscal Year 1998, a budget that calls for no fare increases for the seventh consecutive year. The 1998 plan is 2.4 percent higher than for FY 1997 (Railway Age).....NJT will spend \$105 million to construct a new passenger concourse inside New York's Penn Station (Railpace).....NJT also has set aside \$1 million for improvements to 11 stations, including Trenton and New Brunswick (Jersey Central Chapter).

NJDOT will proceed with its planned \$330-million freeway tunnel project in Atlantic City, which would include a grade crossing with NJ TRANSIT's rail line in front of the A.C. terminal. A crossing proposal has been criticized as potentially dangerous by a regional FRA official and by DVARP, which held a rally at the station on August 16.....NJT has delayed until next year the proposed transfer of Atlantic City shuttle services to the jitney association. NJT plans to purchase 14-passenger minibuses to replace the full-size NJT buses now operated to and from the city's rail station (Railpace).....NJT will finance a \$200,000 study to select one of three locations proposed for a New Jersey Railroad & Transportation Museum. Phillipsburg is an active candidate (Jersey Central Chapter).

SEPTA delivered six cars to the new WEST CHESTER RAIL ROAD at Glen Mills on August 5: ex-Reading Blues 9107-9117 (still in SEPTA colors) and 9114-9124 (now painted red), plus plug-door boxcar 657 and ex-Pennsy baggage car 7551. WCRR also has caboose 642 (ex-New York Central). The de-electrified Blues will be used in West Chester-Glen Mills service beginning this fall.....Ex-Pennsy, ex-NJ TRANSIT GP9 #7000 is at Ringoes, NJ on the BLACK RIVER & WESTERN, and is to be repainted into PRR livery for lease to CAPE MAY SEASHORE LINES. Now owned by United Railroad Historical Society, the 1955 EMD unit was the first of PRR's massive fleet of GP9 road switchers. With repair work to start this month on the Cape May Canal bridge, CMSL expects to be running regular RDC shuttles into the resort city by next spring, with 7000 handling longer-haul trains. CMSL even has ambitions of extending its operations as far north as Tuckahoe.....EAST PENN's planned takeover of Quakertown-Souderton freight service from CONRAIL has been delayed (see August Cinders) because the contract with SEPTA has not been finalized.

A 99-car CSX freight train eastbound in Boothwyn, Delaware County derailed 14 cars on August 16. There were no injuries and no evacuations ordered (Roy Soukup).....Renovation work has started on the Six Penn Center office building in center city, the former headquarters of PRR, Penn Central and CONRAIL. The vacant 18-story



SEPTEMBER 13-14, 1997: Pennsy Days '97 at Railroad Museum of Pennsylvania, Strasburg, 9 AM-7 PM Saturday, 11 AM-6 PM Sunday, sponsored by Philadelphia Chapter PRRT&HS. Two days of original art displays, historical presentations, exhibits and demonstrations related to the Pennsylvania Railroad will be featured, with special emphasis on the PRR's huge marine fleet. Tuscan-red E7A #5901, recently returned from cosmetic restoration at Conrail's Juniata shop, will be one of many PRR locomotives on display. Regular admission charges apply. Ex-PRR "J" tower on Strasburg Railroad, donated and restored by Lancaster Chapter NRHS, will also be open for tours. For further information, telephone 717-687-0876.

SEPTEMBER 13-14: All Aboard Days: Diesel Weekend at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD. Special tours, rides and lectures, 10 AM-5 PM. Regular admission charges apply. For further information, telephone 410-752-2490.

SEPTEMBER 18: "The Pennsylvania Turnpike: America's First Super Highway," illustrated lecture by Mitchell Dakelman at National Canal Museum, 30 Centre Square, Easton, PA, beginning at 7:30 PM. Admission free. For information, telephone 610-559-6613.

SEPTEMBER 20: Amtrak excursion special from Albany-Rensselaer to Oneonta, NY and return via Canadian Pacific's Delaware & Hudson mainline, sponsored by Mohawk & Hudson Chapter NRHS. Train will operate through Mechanicville in both directions, leaving Albany-Rensselaer 9 AM, returning at 6 PM. Fare: \$55 adults, \$40 children (12 and under), barbecue luncheon at Oneonta \$7.50. Order tickets from: Mohawk & Hudson Chapter NRHS, P. O. Box 2131, Albany, NY 12220-0131, enclosing stamped, self-addressed envelope. (ORDER DEADLINE SEPTEMBER 12).

SEPTEMBER 21: Special diesel-powered trains on new West Chester Rail Road from West Chester to Glen Mills, PA and return over former Pennsylvania Railroad branch, using ex-Reading Blueliner coaches. Trains leave Market Street station on the hour 11 AM to 4 PM. Fares: \$8 adults, \$4 children (2-12). For information, telephone 610-430-2233.

SEPTEMBER 28: "Peter Witt Down Under" trolley excursion via SEPTA's subway-surface tunnel and West Philadelphia streetcar routes, sponsored by Buckingham Valley Trolley Association. Both 1926 Peter Witt car #8534 and chartered PCC will operate for entire five-hour trip, leaving Elmwood depot, Island & Elmwood Avenues, at 10 AM. Fare: \$25 per person. Order tickets from: George Metz, 130 Springton Lake Road, Media, PA 19063-1826, making checks payable to "BVRTA" and enclosing stamped, self-addressed envelope. For information, telephone 610-565-0528.

SEPTEMBER 28: Railroadiana and Model Railroad Show & Sale sponsored by Lehigh Valley Chapter NRHS at Dieruff Senior High School, Irving & Washington Streets, Allentown, PA, 10 AM-4 PM. Admission: \$3 per person (maximum \$5 per family). For information, telephone 610-261-0133.

SEPTEMBER 28: Special diesel-powered trains on new West Chester Rail Road from Glen Mills to West Chester, PA and return, for Pratt & Company Fall Festival. Trains leave on the hour 12 Noon to 4 PM. Fares: \$8 adults, \$4 children (2-12). For information, telephone 610-430-2233.

OCTOBER 4: "Berkshire Foliage Flyer" excursion from Boston, MA to Albany-Rensselaer, NY and return, sponsored by Mass Bay Division RRE. Diesel-powered Amtrak train leaves Boston (South Station) at 7:50 AM and will follow Conrail's ex-Boston & Albany route through the Berkshire Hills. Optional two-hour Hudson River cruise during layover. Train-only fares: \$60 adults, \$33 children (12 and under); boat cruise \$9, buffet lunch \$16. For tickets, write: Mass Bay RRE, P. O. Box 4245, Andover, MA 01810, enclosing stamped, self-addressed envelope. For information, telephone 617-489-5277.

OCTOBER 4-5: Altoona Railfest '97 at Altoona, PA, 9 AM-5 PM both days. Events include walking tours of Conrail's Juniata locomotive shop including Office Car Special equipment, Amtrak equipment display, Amtrak Horseshoe Curve excursions, showings of new Railroaders Memorial Museum film "Altoona at Work: An Era of Steam." Admission (to all events except excursion): \$10 adults, \$4 children (2-12) per day; two-day pass \$15 adults, \$6 children. Horseshoe Curve excursion tickets \$12 per person (leave 11:40 AM, 1:30, 3:20 PM Saturday, 9:50, 11:40 AM, 1:30, 3:20 PM Sunday). Order tickets from: Railfest Tickets, Altoona Railroaders Memorial Museum, 1300 9th Avenue, Altoona, PA 16602 (telephone toll-free 888-425-8666).

OCTOBER 4, 11, 18, 25: Autumn Leaf Specials on Wilmington & Western Railroad from new Greenbank station, Marshallton, DE, to Hockessin, DE and return, using 4-4-0 engine #98. Trains leave 12:30 and 3:15 PM. Fares: \$12 adults, \$10 seniors (60 and over), \$5 children (2-12). For reservations and information, telephone 302-998-1930.

OCTOBER 4, 5, 11, 12, 18, 19: "Iron Horse Rambles" powered by ex-Chesapeake & Ohio 4-8-4 #614 via NJ Transit from Hoboken, NJ to Port Jervis, NY and return, sponsored by New Jersey Railroad & Transportation Commission and United Railroad Historical Society. Trains leave Hoboken Terminal 9:15 AM, return 6:15 PM, with three-hour layover for activities in Port Jervis. Fares: \$68 adults, \$40 children (3-12), \$225 parlor car, with tickets honored on connecting NJT trains. Order tickets from: Iron Horse Enterprises, 1 Railroad Avenue, Lebanon, NJ 08833. For information and credit card orders, telephone 908-236-2200.

OCTOBER 4, 5, 11, 12, 18, 19, 25, 26: Fall Foliage Spectaculars on Brandywine Scenic Railway, featuring 90-minute diesel-powered trips on former Wilmington & Northern branch from Northbrook, PA, six miles west of West Chester. Trains leave at 11 AM, 1 and 3 PM. Fares: \$10 adults, \$9 seniors (55 and over), \$8 children (2-12). For information, telephone 610-793-4433.

OCTOBER 11: 200-mile Fall Harvest Excursion from Jamaica to Oyster Bay and Greenport, NY via Long Island Rail Road special train of coaches and parlor cars, sponsored by Long Island-Sunrise Trail Chapter NRHS. Special train departs Jamaica station at 8:00 AM, returns about 5:30 PM. Fares: Coach: \$40 without dinner, \$50 with dinner; Parlor: \$75 without dinner, \$85 with dinner. Senior citizens or children under 12 may deduct \$10 from any of the above fares. Continental breakfast included for all passengers. Ticket orders must be placed by October 6. Order tickets from: LIST-NRHS, P. O. Box 507, Dept. T, Babylon, NY 11702-0507.

(Continued on Page 8)

EXTRA LIST (Continued from Page 7)

OCTOBER 11-12: East Broad Top Fall Spectacular at Rockhill Furnace, PA, featuring rides on EBT steam trains and cars of Rockhill Trolley Museum, guided shop tours and night photo session. For information and tickets, write: East Broad Top Railroad, Rockhill Furnace, PA 17249 (telephone 814-447-3011).

OCTOBER 18: Hudson River Valley fall foliage excursion from Harrisburg, Lancaster, Parkesburg, Paoli and Philadelphia to Albany-Rensselaer, NY and return, sponsored by Lancaster Chapter NRHS. Special Amtrak train leaves Lancaster 7 AM, Parkesburg 7:20, Paoli 7:45, North Philadelphia 8:40. Fares: \$84 per person, optional Rhinecliff-Rondout ferry and tour \$6. Order tickets from: Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566. For information, telephone 717-786-4932.

OCTOBER 18: Rare-mileage excursion on Northern Vermont Railroad (ex-Canadian Pacific) from Wells River, VT to the Canadian border and return, sponsored by Mass Bay Division RRE. Equipment will include ex-VIA Daynighter coaches, lounge car and former Bangor & Aroostook office car Schoodic. Fare: \$58 per person (including box lunch). Order tickets from: Mass Bay RRE, P. O. Box 467, Lincoln, MA 01773. For further information, telephone 617-489-5277.

OCTOBER 25-26: Hour-long excursions on former Blue Mountain & Reading Railroad using ex-Reading C424 #5204 and C630 #5308, sponsored by Reading Company Technical & Historical Society. Trains leave Leesport, PA at 12 Noon, 1, 2, 3 PM both days. Fares: \$4 adults, \$2 children. For information, write: RCT&HS, P. O. Box 15143, Reading, PA 19612.

OCTOBER 25-26: "Susquehanna Fall Foliage Streamliner" on Susquehanna Railway from Hawthorne, NJ to Warwick, NY and return, using cab-unit diesels, to benefit United Railroad Historical Society. Susquehanna E9A's and URHS-owned F7A's painted in Lehigh Valley colors will be used. Train leaves Hawthorne 10 AM, Pompton Lakes 10:30 AM both days. Fares: \$30 adults, \$20 children in coach; \$40 adults, \$30 children in deluxe reserved coach; \$85 per person in first class including lunch and on-board snacks. Order tickets from: Volunteer Railroaders Association, 80 Royal Avenue, Hawthorne, NJ 07506-1238. For information, telephone 201-238-0555.

NOVEMBER 1: "Naugatuck Mixed Train" over 19 miles of Naugatuck Railroad (ex-New Haven) from Waterbury to Torrington, CT and return, sponsored by Jersey Central Chapter NRHS. Train leaves about 12 Noon, returns about 8 PM, with daylight and illuminated night photo stops. Fare: \$35 per person. Order from Jersey Central Chapter NRHS, P. O. Box 700, Clark, NJ 07066-0700, enclosing stamped, self-addressed envelope.

NOVEMBER 2: Track Car Day on Wilmington & Western Railroad. North American Track Car Operators Association will have fleet of self-propelled track cars on line at the Mount Cuba picnic grove. Scheduled steam train will operate between Greenbank station and Mount Cuba at regular fares. For information, telephone 302-998-1930.

NOVEMBER 8-9: "Brandywine Junction '97" convention of Mid-Eastern Region, National Model Railroad Association, at Chadds Ford Ramada Inn, U.S. Highways 1 and 202, Chadds Ford, PA. Various events scheduled. For information, write: Brandywine Junction '97, P. O. Box 741, Paoli, PA 19301-0741.

THROUGH NOVEMBER: "Treasures of the B&O Railroad: 170 Years of Railroad in Maryland," exhibit at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD. This exhibit celebrates Baltimore's Bicentennial with displays of rare documents and artifacts related to America's pioneer railroad. Regular admission charges apply, 10 AM-5 PM daily. For further information, telephone 410-752-2490.

EDMOND BLAND, JR.

April 9, 1997

It is with regret that we inform you of the passing of Edmond Bland, Jr., of Ridley Park, Pennsylvania on Wednesday, April 9, 1997.

The Society's records indicate that Edmond joined NRHS and our Chapter in 1949, and had a continuous membership of 48 years until his passing. He is survived by his wife, Ruth, who kindly offered his collection of NRHS Bulletins and issues of Cinders to us for use in the NRHS Library.

We offer our sincere condolences to Mr. Bland's family on his passing.

PRR AUTHORITY HARRY ALBRECHT DIES AT 92

Harry P. Albrecht, a respected authority on the Pennsylvania Railroad, died July 25 at the age of 92. A former member of NRHS and member of the PRR Technical & Historical Society and several other organizations, Mr. Albrecht worked as an adjuster for the PRR in Philadelphia, retiring in 1968 after 46 years of service. He published several softcover books in the "Steam Locomotives of Yesteryear" series, with subjects ranging from Horseshoe Curve to Broad Street Station.

A resident of Clifton Heights, PA, Mr. Albrecht was buried at Valley Forge Memorial Gardens, King of Prussia.

MOTIVE POWER ROSTERS OF AREA SHORTLINE/REGIONAL RAILROADS

(Part I)

(Corrected to August 1, 1997)

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER / NUMBER
<u>BELVIDERE & DELAWARE RIVER RAILWAY (BDRV), Milford, NJ</u>						
424	B-B	F7A	D/E	EMD	1949	NJ Transit 424 (Note 1)
475	B-B	GP9	D/E	EMD	1955	Winchester & Western 475 (Note 2)
752	B-B	GP9	D/E	EMD	1956	Clarendon & Pittsford 752
Note 1: Owned by United Railroad Historical Society						
Note 2: Leased from Winchester & Western Railroad						
<u>BLACK RIVER & WESTERN RAILROAD (BRW), Ringoes, NJ (Note 1)</u>						
42	B-B	CF7	D/E	EMD	1951	Santa Fe 2421 (F7A 252C)
57	B-B	RS1	D/E	Alco	1948	Washington Terminal 57 (Note 2)
60	2-8-0		Steam	Alco	1937	Great Western 60
412	B-B	VO-1000	D/E	BLW	1945	U. S. Navy 19 (Note 3)
418	B-B	F7A	D/E	EMD	1949	NJ Transit 418 (Note 3)
780	B-B	GP7	D/E	EMD	1950	Amtrak 780
782	B-B	GP7	D/E	EMD	1950	Amtrak 782
820	B-B	NW2	D/E	EMD	1949	Brandywine Valley 8202
1523	B-B	GP7	D/E	EMD	1952	NJT 5681 (Note 3)
1849	B-B	GP9	D/E	EMD	1955	Green Mountain 1849
4666	Railcar	OEG415	D/E	Brill	1930	Pennsylvania 4666 (Note 2)
7000	B-B	GP9	D/E	EMD	1955	NJT 7000 (Note 3)
Note 1: Locomotives also based at Lambertville, Middlesex, NJ						
Note 2: Owned by private individual						
Note 3: Owned by United Railroad Historical Society						
<u>BRANDYWINE VALLEY RAILROAD (BVRY), South Coatesville, PA</u>						
8201	B-B	NW2	D/E	EMD	1945	Conrail 9236
8202	B-B	SW9	D/E	EMD	1951	Conrail 9017
8203	B-B	SW7	D/E	EMD	1950	Conrail 8908
8204	B-B	SW1200	D/E	EMD	1964	Missouri Pacific 1184
8205	B-B	SW1200	D/E	EMD	1957	Southern Pacific 2315
8206	B-B	SW7	D/E	EMD	1950	Conrail 9045
8207	B-B	SW7	D/E	EMD	1950	Conrail 8907
<u>BRISTOL INDUSTRIAL TERMINAL RAILWAY (BITY), Bristol, PA</u>						
253	B-B	U28B	D/E	GE	1966	Transkentucky Transportation 253
8203	B-B	NW2	D/E	EMD	1948	Brandywine Valley 8203
<u>CANTON RAILROAD (CTN), Baltimore, MD (Note)</u>						
1201	B-B	SW1200	D/E	EMD	1954	Milwaukee 625
1501	B-B	SW1500	D/E	EMD	1967	Southern Pacific 2455
1751	B-B	GP16	D/E	EMD	1952	CSX 1758
Note: Locomotive also based at Glen Burnie, MD						
<u>CAPE MAY SEASHORE LINES (CMSL), Rio Grande, NJ</u>						
M-402	Railcar	RDC-1	D/M	Budd	1950	NJ Transit 5180 (Note 1)
M-405	Railcar	RDC-1	D/M	Budd	1950	NJT M-405 (Note 2)
M-407	Railcar	RDC-1	D/M	Budd	1950	NJT 5184 (Note 2)
M-408	Railcar	RDC-1	D/M	Budd	1951	NJT 5185 (Note 1)
M-409-M-411	Railcar	RDC-1	D/M	Budd	1951	MARC 26, 27, 28
M-413	Railcar	RDC-1	D/M	Budd	1951	MARC 29
6903	Railcar	RDC-9	D/M	Budd	1956	Boston & Maine 6903
6914	Railcar	RDC-9	D/M	Budd	1956	B&M 6914
8481	B-B	RS3M	D/E	Alco	1952	Conrail 9929
Note 1: Leased from United Railroad Historical Society						
Note 2: Leased from Seashore Lines Historical Society						
<u>CARBON & SCHUYLKILL RAILROAD (CSKR), Jim Thorpe, PA</u>						
11	B-B	SW900M	D/E	EMC	1937	Stewartstown 11 (Notes 1, 2)
467	B-B	RS3	D/E	Alco	1952	Reading 467 (Note 3)
1098	4-6-0	D10h	Steam	CLC	1913	Canadian Pacific 1098 (Note 2)
1554	B-B	RS3	D/E	Alco	1953	Central of New Jersey 1554 (Note 3)
7545	B-B	GP10	D/E	EMD	1957	Conrail 7545
8710	B-B	SW900	D/E	EMD	1961	Conrail 8710
Note 1: Rebuilt from Model SW, 1957						
Note 2: Owned by Rail Tours, Inc.						
Note 3: Owned by Anthracite Railroads Historical Society						

(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>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>CHESTER VALLEY RAILWAY (CHTS), Bridgeport, PA</u>						
9008	B-B	NW2	D/E	EMD	1947	Upper Merion & Plymouth 9008
<u>CHESTNUT RIDGE RAILWAY (CHR), Palmerton, PA</u>						
11	B-B	GP7	D/E	EMD	1951	Pittsburg & Shawmut 11
20	B-B	S2	D/E	Alco	1945	(Note 1)
21	B-B	S2	D/E	Alco	1946	(Note 1)
1055	B-B	S2	D/E	Alco	1941	Grand Trunk Western 8095 (Note 2)
<u>Note 1: Owned by Zinc Corp. of America</u>						
<u>Note 2: Leased from RELCO</u>						
<u>DELAWARE-LACKAWANNA RAILROAD (DL), Scranton, PA</u>						
5	B-B	S1	D/E	Alco	1947	American Locomotive 5
426	B-B	SC	D/E	EMC	1935	Bethlehem Mines 109
2452	B-B	C425	D/E	Alco	1964	BC Rail 802
2461	B-B	C425	D/E	Alco	1964	BC Rail 811
4743	C-C	M636	D/E	MLW	1970	CP Rail 4743
5019	B-B	RS36	D/E	Alco	1963	Delaware & Hudson 5019 (Note)
<u>Note: Owned by private individual</u>						
<u>DELAWARE VALLEY RAILWAY (DV), Kennett Square, PA (Note 1)</u>						
2	B-B	RS36	D/E	Alco	1962	Norfolk, Franklin & Danville 2
211-212	B-B	RS32	D/E	Alco	1962	East Tennessee 211, 212
341	B-B	GP7R	D/E	EMD	1950	Octoraro 341
346	B-B	GP7R	D/E	EMD	1953	Octoraro 346
902-903	B-B	FP7	D/E	EMD	1950	SEPTA 4372, 4373 (Note 2)
<u>Note 1: Locomotives also based at Pocopson, PA</u>						
<u>Note 2: Owned by Philadelphia, Lancaster Chapters NRHS</u>						
<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
M-6	B-B	DE	D/M	Plymouth		
M-7	B-B	50-ton	D/E	GE	1951	Algoma Steel 6
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 & TERMINAL (EJR), Bayonne, NJ</u>						
19	B-B	80-ton	D/E	GE	1948	U. S. Steel (Fairfield, AL)
250	B-B	SW900	D/E	EMD	1955	Conrail 8634
321	B-B	SW8	D/E	EMD	1953	Conrail 8621
<u>EAST PENN RAILWAYS (EPRY), East Greenville, PA (Note 1)</u>						
44	B-B	50-ton	D/E	GE	1951	New York Dock 55
52	B-B	SW900M	D/E	EMD	1937	Philadelphia, Bethlehem & New England 52 (Note 2)
54	B-B	GP10	D/E	EMD	1956	Conrail 7554
99	B-B	SW9	D/E	EMD	1953	Everett 8990 (EPRY 8990)
<u>Note 1: Locomotives also based at Boyertown, Kutztown, PA</u>						
<u>Note 2: Rebuilt from Model NC, 1955</u>						
<u>EASTERN SHORE RAILROAD (ESHR), Cape Charles, VA (Note)</u>						
17	B-B	T6	D/E	Alco	1958	Delaware Coast Line 17
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
<u>Note: Locomotive also based at Little Creek, VA</u>						

(Continued on Page 12)

CSX, NS PUSH CONRAIL TAKEOVER

The Surface Transportation Board has issued its timetable for considering the joint application of CSX and Norfolk Southern to carve up Conrail. Anyone wishing to participate in the proceeding, known officially as Finance Docket #33388, had to file a notice of intent by August 7; railroads desiring to intervene were to submit a preliminary statement by August 22; by October 21 responses, comments and protests are due from interested parties as well as comments from the Justice and Transportation Departments; by November 20 the board will decide whether to accept any of the responsive petitions. Responses in support of the primary application or to any of the other filings are due by December 15 and final briefs must be filed by February 23, 1998. Oral argument before the board will be held April 9 with the STB voting on the application April 14 and issuing its written decision on June 8. The STB staff will prepare an Environmental Impact Statement.



CSX



What CSX and NS actually propose is joint control of Conrail, with operating rights to divide approximately 58 percent NS and 42 percent CSX. For \$10.2 billion, the two purchasers have acquired 100 percent of the stock of Conrail. CR becomes a wholly-owned subsidiary of CSX-NS-created Green Acquisition Corp., now a wholly-

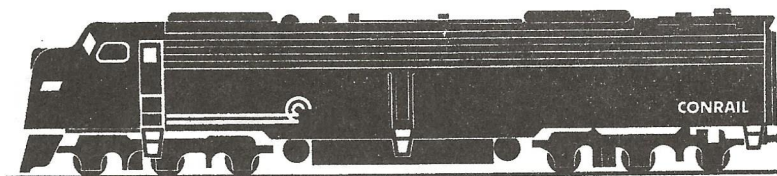
owned subsidiary of the CRR Holdings LLC which in turn is a wholly-owned subsidiary of CSX and NS. (It required several long paragraphs in the Federal Register to explain all of this.) But unless and until the STB approves the takeover, the railroad will continue to be run by the independent board of directors of Conrail, Inc., of which Consolidated Rail Corp. is a wholly-owned subsidiary.

An interesting feature of the proposed split is an agreement that Conrail form two wholly-owned subsidiaries to "effect the division." New York Central Lines LLC (NYC) will be assigned CSX's side of the Conrail system, and Pennsylvania Lines LLC (PRR) the NS sector. As previously reported, CSX will inherit much of the former NYC route between St. Louis, New York and Boston while NS will succeed to the former PRR-Reading-Lehigh Valley-Erie routes in Ohio, Pennsylvania, New Jersey, New York and Delaware, as well as various western routes. This allocation of assets is to take place on the "closing date," defined as the third business day after the effective date of the STB's order (30 days after the written decision is served) assuming the necessary labor agreements are concluded. The closing date therefore may be as early as July 13, 1998, when actual CSX and NS operations would begin. SEPTA officials have met with them to discuss the future of commuter rail operations in the region.

The balance of the system will be held as "retained assets" and continue to be operated by Conrail for the benefit of its owners in areas of shared control, such as the Philadelphia-South Jersey region. The local carrier is to be based at Pavonia yard in Camden, serving all of Conrail's Philadelphia stations, the Chester-Marcus Hook area, Conrail trackage in South Jersey, its trackage rights on Amtrak from "Zoo" in Philadelphia to Trenton, and the Ameriport intermodal terminal in South Philadelphia. Most of Conrail's present locomotives and rolling stock will be included in the retained assets and leased by Conrail to NYC and PRR.

Conrail E8's Remain Premier Business Train Power

Conrail E8A locomotives 4020 and 4021 visited Philadelphia on August 22 to lead a nine-car Operation Lifesaver train to Harrisburg and return. These stately ex-Pennsylvania Railroad cab units have been seen here on many occasions over the past dozen years, since they were secured in a trade with Amtrak in 1983. Upgraded to 2,400 hp, they were repainted in the dark green livery favored by then-Chairman L. Stanley Crane which has since distinguished Conrail's entire office car fleet.



The 4020 was built by EMD in 1951 as PRR 5809, later becoming Penn Central 4309, Amtrak 315 and 498, while #4021 was built in 1952 as PRR 5711A, becoming PC 4311, Amtrak 317 and 499. A spare unit, #4022, dates from 1951 and was former Erie 833, later Erie Lackawanna 833.

But the E8's tenure as power for executive trains may be coming to an end. It now appears that these grand locomotives will soon become homeless, because reportedly neither Norfolk Southern nor CSX has expressed any strong interest in acquiring them upon the anticipated breakup of Conrail next year.

In recent years Conrail has led a revival in the use of classic carbody locomotives for railroad business trains. Among the railroads following Conrail's lead are Union Pacific (A-B-A set of EMD E9's), Illinois Central (four E9A's), Kansas City Southern (three FP9's and F9B), Susquehanna (two E9A's), Toledo, Peoria & Western (one F7A) and Wisconsin & Southern (two E9A's).

PHILADELPHIA EXPRESS (Continued from Page 6)

building will be the new home of Morgan Lewis Bockius, a major law firm.....Delaware Otsego Corp., parent of the SUSQUEHANNA RAILWAY, has been sold for \$55 million to a group consisting of CSX, NORFOLK SOUTHERN and DO Founder Walter Rich. CSX and NS will finance much of the deal, although Rich will control the company through ownership of 80 percent of its common stock. He now owns about 15 percent of the stock. The move may head off any efforts by Canadian railroads to use the Susquehanna as a pathway to the New York market (Traffic World)....The Electro-Motive Division of General Motors will celebrate its 75th anniversary with an open house on September 21 at its LaGrange (IL) plant.

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

ROAD NUMBER	TYPE	MODEL/CLASS	POWER	BUILDER	YEAR	FORMER OWNER/NUMBER
<u>EVERETT RAILROAD (EV), Claysburg, PA</u>						
4	B-B	80-ton	D/E	GE	1943	U. S. Army 7893
1927-1928	B-B	U18B	D/E	GE	1973	CSX 1927, 1928
6051	B-B	GP9	D/E	EMD	1956	CSX 358
8933	B-B	SW9	D/E	EMD	1951	Conrail 8933
<u>GETTYSBURG RAILWAY (GBRY), Gettysburg, PA</u>						
81A-81C	B-B	F7A	D/E	EMD	1949	Dakota Rail 81A, 81C
105	B-B	GP9	D/E	EMD	1957	Delaware Valley 105
1752	B-B	GP9	D/E	EMD	1956	Yorkrail 1752
<u>JUNIATA TERMINAL (JTFS), Philadelphia, PA</u>						
1013	B-B	MT4	Slug	Alco	1957	Conrail 1013
7583	B-B	GP10	D/E	EMD	1959	Conrail 7583
7587	B-B	GP10	D/E	EMD	1959	Conrail 7587
9251	B-B	NW2	D/E	EMD	1947	Conrail 9199
9615	B-B	SW1500	D/E	EMD	1969	Conrail 9615
<u>JUNIATA VALLEY RAILROAD (JVRR), Lewistown, PA</u>						
1865	B-C	SW9	D/E	EMD	1953	Pittsburg & Shawmut 1865
<u>LANCASTER NORTHERN RAILWAY (LANO), Denver, PA</u>						
57	B-B	GP10	D/E	EMD	1956	Conrail 7557
75	B-B	GP16	D/E	EMD	1956	CSX 1716 (Note)
261	B-B	U28B	D/E	GE	1966	Transkentucky Transportation 261
<u>LANDISVILLE RAILROAD (AMHR), Landisville, PA</u>						
94	O-4-O	25-ton	D/E	GE	1952	Amherst Industries 94
8651	B-B	SW900M	D/E	EMC	1938	Conrail 8651 (Note)

Note: Leased from private individual

Note: Rebuilt from Model NW1, 1955

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

ABBREVIATIONS

Alco - American Locomotive Company/Alco Products, Inc.
BLW - Baldwin Locomotive Works
CLC - Canadian Locomotive Company
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

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

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
Post Office Box 7302
PHILADELPHIA, PA 19101-7302

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

First Class Mail

PAUL G MOORE
1957 INVERNESS DR
SCOTCH PLAINS NJ 07076-2636

97

