

MARYLAND RAIL COMMUTER SERVICE

EQUIPMENT ROSTER

*Chief Mechanical Officer
MTA/MARC Service
5 Amtrak Way
BWI Airport MD 21240*

Revised 3-24-95

MARYLAND RAIL COMMUTER SERVICE
Equipment Renumbering Scheme

Office of the Chief Mechanical Officer
Effective MAY 11, 1994 (revised MAY 11, 1994)

Rail Diesel Cars

	<u>Previous</u> <u>Railroad Number</u>	<u>MARC Number</u>	<u>Earlier</u> <u>Railroad Number</u>	
NJT	5186	26	PRSL M409	
	5187	27	PRSL M410	
	5188	28	PRSL M411	
	5189	29	PRSL M413	
Note: All four cars are Budd 1951				Budd Ser #
B&O	9910&>	1950	sold to MBTA B&O 1912, MBTA 10 Ill.Ry.Museum (ex C&NW 9934)	
	9913 <	1953	23	B&O 1903, 6513 5811
	9922	1956	22	B&O 1910 6513
	9921&+*<	1956	--	B&O 1909
	9920	1956	20	B&O 1908 6511
	9940@	1956	1	B&O 1960 6505
	9941&>@	1956		B&O 1961 6506
MDOT	9800	1957	10	AMT 29,PC 87,NH 167 3873
	9801	1952	24	AMT 17,PC 66,NH 21 5806
	9802	1952	25	AMT 16,PC 48,NH 48 5502
	9803	1953	11	B&O 9915,1905,6515 5813
	9804	1953	12	B&O 9916,1906,6516 5814
	9805*	1953	13	B&O 9917,1907,6517 5815
	9811	1950	8	B&O 9911,1900,6510 5201
	9812	1953	9	B&O 9912,1902,6512 5810
	9821\$#	1955	21	B&O 1972,9931,LI 3121 6015
	9822\$*	1953	3	B&O 1951, 6551 5912
	9918%	1952	18	B&O 1913,ATSF DC 191 5605

NOTES:

- (*) fire damaged - disposition unknown
- (+) number reserved should MARC acquire this car and it is repaired
- (@) RDC-2 (Baggage, Diner, 24 seat coach)
- (\$) RDC-2 (Baggage, Coach)
- (>) Donated by Chessie to B&O Museum -- retired non-running
- (#) wrecked at B&O Camden Station in run-away prior to 1983
- (&) Owned by CSX Transportation
- (%) MDOT Owned, held pending decision as to disposition. Single ended car, last used in Pittsburgh service.
- (<) Sold by CSX to MSRA summer 1991
- (>) Never owned by MARC/MDOT

Diesel Electric Locomotives

<u>Previous Railroad Number</u>	<u>MDOT Number</u>	<u>MARC Number</u>	<u>Originally Built</u>
PC 3062	n/a	70*	EMD 196?
PC 3066	n/a	71*	EMD 196?
PC 3243	n/a	72*	EMD 196?
B&O 3703	n/a	73*	EMD 1966
B&O 3710	n/a	74*	EMD 1966
MILW 2050	n/a	75*	EMD 196?
B&O 4553	7100	79@	EMD 1951

NOTES: (*) GP-39-H2 Rebuilt from GP-40 by Morrison-Knudsen,
Boise ID 1987/8

(@) Aux. Power Control Unit (non-powered HEP only)
Rebuilt by Morrison-Knudsen, Boise ID 1980

HEP Equipped Diesel Electric Locomotives
(HEP Wide Cab EMD/MK GP-40)

<u>MARC</u>	<u>Former</u>	<u>Original</u>	<u>Model</u>	<u>Serial</u>	<u>Order</u>	<u>Built</u>	<u>Del'd</u>
51	CSXT	6590 B&O	4015 GP-40	38495	7340-41	9-71	4/94
52	CSXT	6518 B&O	3742 GP-40	36723	7275-3	12-70	4/94
53	CSXT	6786 SCL	786 GP-40	35933	7229-37	6-70	5/94
54	KCS	793 IC	3057 GP-40	32877	8083-1	1-70	5/94
55	KCS	4754 PC	3180 GP-40	34621	7145-11	10-68	6/94
56	KCS	777 IC	3040 GP-40	32860	5723-1	2-67	6/94
57	KCS	766 PC	3138 GP-40	34315	7127-34	9-68	7/94
58	KCS	768 PC	3141 GP-40	34318	7127-37	9-68	7/94
59	SOO	4602 SOO	734 GP-40	32956	7957-3	3-67	10/94
60	KCS	771 PC	3146 GP-40	34323	7127-42	9-68	11/94
61	SOO	4612 MILW	174 GP-40	32294	7924-1	10-66	8/94
62	CSXT	6679 SAL	608 GP-40	31775	7885-9	5-66	10/94
63	CSXT	6682 SAL	611 GP-40	31778	7885-12	5-66	10/94
64	KCS	790 IC	3054 GP-40	32874	7960-3	2-67	11/94
65	KCS	791 IC	3055 GP-40	32875	7960-4	2-67	1/95
66	CSXT	6637 B&O	4062 GP-40	38542	7356-8	11-71	1/95
67	MARC	30 NYC	3198 GP-40	34639	7145-29	11-68	2/95
68	MARC	31 NYC	3205 GP-40	34646	7145-36	11-68	
69	MARC	32 NYC	3051 GP-40	33125	7987-2	7-67	

HEP-Equipped E-9 Passenger Diesel Electric Locomotives
(All former BN/CB&Q units)

<u>MARC Number</u>	<u>BN Nmbr</u>	<u>Date New</u>	<u>Model</u>	<u>Fmr MARC #</u>
91	9907 (BN 9973/Q 9973)	8/53 & 5/78	E-9m	67
92	9908 (BN 9976/Q 9976)	9/53 & 6/78	E-9m	68

Purchased 11-1992 from West Suburban Commuter District in Chicago. Equipped with Batek 425 KW 480 VAC 3 Phase Cummins/Marathon HEP units. Last rebuilt by Morrison-Knudsen in 1973 & 1978 (see above).

Electric Locomotives
(Push-Pull Equipped, EMD/ASEA)

<u>MARC Number</u>	<u>Model Number</u>	<u>Built (new)</u>
4900	AEM-7	LaGrange 1986
4901	AEM-7	LaGrange 1986
4902	AEM-7	LaGrange 1986
4903	AEM-7	LaGrange 1986

NOTE: Carbody fabricated by Simmering-Graz-Pauker AG of Graz, Austria. Electrical components by ASEA - Vestras, Sweden. EMD LaGrange prime contractor.

Freight Line Locomotives

100	RS3m (Altoona 9/78) Del Coast Line 1201, CR 9999, EL 1049, DL&W 911 Rebuilt 1994/1995, AMF, Montreal.
101	RS3m (Altoona 6/79) Del Coast Line 1202, CR 9926, CR 5256, EL 1040, DL&W 902 Rebuilt 1994/1995, AMF, Montreal.
102	RS3m (Altoona 1/79) Del Coast Line 1203, CR 9942, CR 5268, EL 1052, DL&W 914 Rebuilt 1994/1995, AMF, Montreal.

NOTE: Former Alco RS-3m locomotives repowered by Conrail at Altoona (Juniata Shops) with 567BC prime movers from surplus E-7 and E-8 locomotives and EMD electrical systems above the floor. Units retain GE traction motors.

Special Service Cars

<u>MARC Number</u>	<u>Former Number</u>
901	CRI&P 595002
902	CRI&P 595004
903	Canton RR 8018
904	Canton RR 8036
905	Canton RR 8050
906	Canton RR 8059

NOTE: The first two cars are ex-CRI&P MofW dormitory cars built from economy baggage cars built by St Louis Car. Cars 903 - 906 are former insulated box cars. All used for stationary storage.

<u>MARC Number</u>	<u>Former Number</u>
99	B&O 5551(SKY DOME)/AMT 9420
199	UP 5902/RBB&B 903684

(NOTE: Neither of the above in use as of 11/94)

MARC-I Series Coaches (Budd)

(NOTE: All converted from sleepers by Budd Co. in 1964 for PRR)

	<u>ex-PC Number</u>	<u>MDOT Number</u>	<u>New MARC Number</u>	<u>Rebuild Date</u>
Virginia Poly Tech	1480 (ex-N&W)	1401	101	Budd-'64
Campbell County	1481 "	1402	102	GE-1980
Mercer County	1482 "	1403	112	"
Franklin County	1483 "	1404	113	"
VA. Military Inst.	1484 "	1405	110	"
Wash. & Lee Univ.	1485 "	1406	106	"
Roanoke College	1487 "	1407	108	"
Randolph Macon College	1486 "	1408	100	"
Emory & Henry College	1488 "	1409	109	"
	3231 "	1410	103	"
	3232 "	1411	111	"
	3233 "	1412	104	"

	<u>ex-PC Number</u>	<u>MDOT Number</u>	<u>New MARC Number</u>	<u>Rebuild Date</u>
				Budd-1964
				GE 1980
	3238 (ex-N&W)	1413	-----#	
	3240 "	1414	105	"
	3241 "	1415	107	"
Massillon Inn	1543 (ex-PRR)	1501	130	"
	3242 "	1502	Scrapped@	"

		<u>NJT Number</u>		
Greensburg Inn	PC 5436 (ex-NJT) *+	5436	131	Budd 1949/64
Lock Haven Inn	PC 1525 (ex-PRR)	5417	132	Mechtron - 1980 ABB - 1991
Chambersbg Inn	PC 1544 "	5428	133	"
E. T. West/Grand Rapids Inn	PC 1518 "	5433		wrecked by CR/CSX 7-90 Budd-1949/64
New Castle Inn	PC 1539 "	1512	151	GE 1980/ABB 1991
Mansfield Inn	PC 1542 "	1513	152	"
William Thaw/ Chester Inn	PC 1546 "	1515	154	"

NOTE: @ Scrapped September 1991 a/c lethal center sill cracks

NOTE: # Not overhauled due to multiple center sill cracks

NOTE: + As of 3-22-95 at CSX Brunswick. Carbody not overhauled.

The following group of cars from the former series have been converted to deluxe parlor cars at the MARC Martin Airport Shop as of March, 1995:

Hagerstown Inn	PC 1526 (ex-PRR)	1511	191&*	GE 1980/ABB 1991
Uniontown Inn	PC 3243 " (1549)	1514	192\$	"

& Former MARC number 150

\$ Former MARC number 153

NOTE: * Conflict between Randall & NJT Records as to as to 1544 -
it may be MARC 150 or 131. Former number MARC 150

	<u>(ex-PC #'s)</u>	<u>NJT Number (MARC-Ib)</u>		Budd - 1949/64 Mechtron?-1980
Latrobe Inn	1529	5412	161	ABB - 1991
Sharon Inn	1521	5414	162	"
Beaver Falls Inn	1507	5423	163	"
Coshocton Inn	1533	5424	164	"
Salem Inn	1510	5425	165	"
Greensburg Inn	1540	5426	166	"
Princeton Inn	1502	5430	167	"
Ashtabula Inn	1536	5435	168	"
Culver Inn	1534	5440	169	"
Logansport Inn	1515	5438	--- x	

The following from the above series has been converted from a coach to an 18-seat parlor car with 24-seat cafe area, May 1994.

Peter Schoenberger/ Braddock Inn	1509	5411	190%	ABB - 1991
%Former Number MARC 160				

<u>MARC-Ic (ex-SEMTA)</u>				
	<u>ex-PC No.</u>	<u>ex-SEMTA</u>	<u>MARC No.</u>	<u>TTA Hornell 1994</u>
B. F. Jones/				
Tyrone Inn	1524	110	140	"
Hamilton Inn	1519	101	141	"
Franklin Inn	1537	112	142	"
Jacob V. Vandergraft/				
Alliance Inn	1503	103	143	"
Tiffin Inn	1504	104	144	"
Carnegie Inn	1505	105	145	"
Henry F. Sprang/				
Bucyrus Inn	1516	106	146	"
Norristown Inn	1513	107	147	"
Collinsville				
Inn	1508	108	148	"
Steubenville				
Inn	1528	111	149	"

Note: x (above) Purchased from NJT as parts source. Scrapped by
ABB at Elmira, NY

MARC-II Series Coaches (Sumitomo/Nippon Sharyo)

<u>Model</u>	<u>MARC Number</u>	<u>Type</u>	<u>Built</u>
MARC-II	7700	Trailer	1985
	7701	"	"
	7702	"	"
	7703	"	"
	7704	"	"
	7705	"	"
	7706	"	"
	7707	"	"
	7708	"	"
	7709	"	"
MARC-IIa	7710	"	1987
	7711	"	"
	7712	"	"
	7713	"	"
	7714	"	"
	7715	"	"

MARC-II Series Coaches (Sumitomo/Nippon Sharyo) (cont)

<u>Model</u>	<u>MARC Number</u>	<u>Type</u>	<u>Built</u>
MARC-IIb	7716	Trailer	1991
	7717	"	"
	7718	"	"
	7719	"	"
	7720	"	"
	7721	"	"
	7722	"	"
	7723	"	"
	7724	"	"
	7725	"	"
MARC-IIc	7726	Trailer	1993
	7727	"	"
	7728	"	"
	7729	"	"
	7730	"	"
	7731	"	"
	7732	"	"
	7733	"	"
	7734	"	"
	7735	"	"
MARC-II	7745	Cab/E&H	1985
	7746	"	"
	7747	"	"
	7748	"	"
	7749	"	"
MARC-IIa	7750	Cab/E&H	1987
	7751	"	"
	7752	"	"
	7753	"	"
	7754	"	"
	7755	"	"
	7756	"	"
MARC-IIb	7757	Cab/E&H	1991
	7758	"	"
	7759	"	"
	7760	"	"
	7761	"	"
	7762	"	"

MARC-II Series Coaches (Sumitomo/Nippon Sharyo) (cont)

<u>Model</u>	<u>MARC Number</u>	<u>Type</u>	<u>Built</u>
MARC-IIb	7791	E/H	1991
	7792	"	"
	7793	"	"
	7794	"	"
	7795	"	"
	7796	"	"
	7797	"	"
	7798	"	"
	7799	"	"

NOTE: All cars in 7700-series are essentially identical within a type (i.e., cab, trailer, E&H trailer). Model reflects minor changes and improvements in various orders.

MTA/MARC Commuter Rail
Office of the Chief Mechanical Officer
P.O. Box 8718
BWI Airport MD 21240
(410) 859-7428
(410) 859-5713 (FAX)

NUMBERING OF EQUIPMENT DRAWINGS

Equipment drawings utilizing the title block found in Specification MMF-1 shall be numbered as follows:

0 0 0 - X X - 0 0 0 0 (0) - (Rev)

The first three digits indicate the application as follows:

60---E9 Diesel Locos	
100--MARC-I Cars	700--Diesel Locomotives
150--MARC-Ib Cars	800--Electric Locomotives
160--MARC-Ic Cars	950--Rail Diesel Cars
170--MARC-Id Cars	
200--MARC-II Cars	
210--MARC-IIa Cars	
220--MARC-IIb Cars	
230--MARC-IIc Cars	

The letters indicate the original vendor as follows:

SR--State Railroad Administration
CS--CSX Transportation
AM--National Railroad Passenger Corp.
NS--Nippon Sharyo
AB--ABB Traction, Inc.
MK--Morrison Knudson, Boise, ID.
GE--General Electric, Hornell, NY
DE--Delaware Car Company, Wilmington NY
KE--Kaiser Engineers, Baltimore, MD
JB--Jackson R. Bell, Inc., Upper Marlboro, MD
WS--West Suburban Commuter District, Chicago, IL
SEMTA - Southeast Michigan Transportation Authority

The last four digits shall be the lowest serial number not yet used as logged in the MARC Mechanical Drawing Record.

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c:roster.txt

- (1) Built as: 21 Roomette Sleeper.
 (2) 64-seat Coach, 12-seat Smoker.
 (3) 64-seat Coach, Snack bar with 6 seat Lounge.
 (4) 82-seat Coach.

PRR (1) 8241-Alliance Inn, 8241-Jacob J. Vandergrift, in 1956, (2) 1503 in 1963, PC (2) 1503, SEMTA (4) in 1976. MARC 143
 PRR (1) 8246-Braddock Inn, 8246-Peter Shoenberger, in 1956, (2) 1509 in 1963, PC (2) 1509, NJDOT (2) in 1976#5411, NJT 5411, MARC 160, 190
 PRR (1) 8247-Bucyrus Inn, 8247-Henry S. Spang, in 1956, (2) 1516 in 1963, PC (2) 1516, SEMTA (4) in 1976. MARC 146
 PRR (1) 8252-Chester Inn, 8252-William Thaw, in 1956, (2) 1546 in 1963, PC (2) 1546, MDOT 1515, MARC 154
 PRR (1) 8259-Grand Rapids Inn, 8259-E.T. Weir, in 1958, (2) 1518 in 1963, PC (2) 1518, NJDOT (2) in 1976#5433, NJT 5433, MARC 134 - Destroyed in wreck, Scrapped 1990
 PRR (1) 8264-Kane Inn, 8264-Cincinnati Inn, in 1950, (2) 1522 in 1963, PC (2) 1522, NJDOT (2) in 1976#5427, NJT 5427, Kasten Rail (1990) - RBBB
 PRR (1) 8268-Lima Inn, 8268-John Pitcarin, in 1957, (2) 1512 in 1963, PC (2) 1512, NJDOT (2) in 1976#5437, NJT 5420 KRS RBBB
 PRR (1) 8278-Piqua Inn, 8278-Jeffery Scaife, in 1956, (2) 1515 in 1963, PC (2) 1515, NJDOT (2) in 1976#5438, NJT 5421, MARC 5421 - Dismantled For Parts - ABB Elmira NY 1990
 PRR (1) 8287-Tyrone Inn, 8287-B. F. Jones, in 1956, (2) 1524 in 1963, PC (2) 1524, SEMTA (4) in 1976. MARC 140

PC 1503, 1516, 1524 became SEMTA 103, 106, 110 respectively.

PRR (1) 8285-Sunbury Inn, (3) 1548 in 1963, PC (3) 3242. MDOT 1502, Scrapped 11/91
 PRR (1) 8288-Uniontown Inn, (3) 1549 in 1963, PC (3) 3243, Retired 1977, Scrapped. MDOT 1514, MARC 153
 PRR (1) 8242-Anderson Inn, (2) 1541 in 1963, PC (2) 1541, NJDOT (2) in 1976#5416, NJT 5416 URHS - RBBB
 PRR (1) 8243-Ashtabula Inn, (2) 1536 in 1963, PC (2) 1536, NJDOT (2) in 1976#5435, NJT 5435, MARC 168
 PRR (1) 8244-Beaver Falls Inn, (2) 1507 in 1963, PC (2) 1507, NJDOT (2) in 1976#5423, NJT 5423, MARC 163
 PRR (1) 8245-Bedford Inn, (2) 1523 in 1963, PC (2) 1523, NJDOT (2) in 1976#5415, NJT 5415, Kasten Rail 5415, Richard Kostura 5415, Black Wong Railcar Leasing 5415, Sold to Ringling Bros. (1991)
 PRR (1) 8248-Butler Inn, (2) 1545 in 1963, PC (2) 1545, NJDOT (2) in 1976.
 PRR (1) 8249-Cambridge Inn, (2) 1547 in 1963, PC (2) 1547, NJDOT (2) in 1976#5410, NJT 5410 URHS 5410 - available
 PRR (1) 8251-Chambersburg Inn, (2) 1544 in 1963, PC (2) 1544, NJDOT (2) in 1976#5428, NJT 5428, MARC 133
 PRR (1) 8253-Coatesville Inn, (2) 1527 in 1963, PC (2) 1527, NJDOT (2) in 1976#5434, NJT 5434, Kasten Rail (1991) - RBBB
 PRR (1) 8255-Coshocton Inn, (2) 1533 in 1963, PC (2) 1533, NJDOT (2) in 1976#5424, NJT 5424, MARC 164
 PRR (1) 8256-Culver Inn, (2) 1534 in 1963, PC (2) 1534, NJDOT (2) in 1976#5440, NJT 5422, MARC 169
 PRR (1) 8257-Elmira Inn, (2) 1514 in 1963, PC (2) 1514, NJDOT (2) in 1976#5432, NJT 5432, Kasten Rail 5432, RBBB
 PRR (1) 8260-Greensburg Inn, (2) 1540 in 1963, PC (2) 1540, NJDOT (2) in 1976#5426, NJT 5426, MARC 166
 PRR (1) 8263-Jeanette Inn, (2) 1506 in 1963, PC (2) 1506, NJDOT (2) in 1976#5431, NJT 5431, Kasten Rail 5431, BWRL 8263 Mt. Holly Inn, Richard Kostura 5431 (1991) RBBB
 PRR (1) 8266-Latrobe Inn, (2) 1529 in 1963, PC (2) 1529, NJDOT (2) in 1976#5412, NJT 5412, MARC 161
 PRR (1) 8267-Lewistown Inn, (2) 1505 in 1963, PC (2) 1505, NJDOT (2) in 1976#5439, NJT 5419, KRS 5439 (1990) RBBB
 PRR (1) 8269-Lock Haven Inn, (2) 1525 in 1963, PC (2) 1525, NJDOT (2) in 1976#5417, NJT 5417, MARC 132
 PRR (1) 8270-Logansport Inn, (2) 1538 in 1963, PC (2) 1538, NJDOT (2) in 1976. MARC 131 - available
 PRR (1) 8273-Massillon Inn, (2) 1501 in 1963, PC (2) 1501, NJDOT (2) in 1976#5429, NJT 5429
 PRR (1) 8276-Olean Inn, (2) 1532 in 1963, PC (2) 1532, NJDOT (2) in 1976#5413, NJT 5413
 PRR (1) 8279-Princeton Inn, (2) 1502 in 1963, PC (2) 1502, NJDOT (2) in 1976#5430, NJT 5430, MARC 167
 PRR (1) 8280-Ravenna Inn, (2) 1531 in 1963, PC (2) 1531, NJDOT (2) in 1976#5418, NJT 5418
 PRR (1) 8281-Salem Inn, (2) 1510 in 1963, PC (2) 1510, NJDOT (2) in 1976#5425, NJT 5425, MARC 165
 PRR (1) 8283-Sharon Inn, (2) 1521 in 1963, PC (2) 1521, NJDOT (2) in 1976#5414, NJT 5414, MARC 162
 PRR (1) 8250-Carnegie Inn, (2) 1500 in 1963, PC (2) 1500, SEMTA (4) 105 in 1976. MARC 145
 PRR (1) 8254-Collinsville Inn, (2) 1508 in 1963, PC (2) 1508, SEMTA (4) 108 in 1976. MARC 148
 PRR (1) 8258-Franklin Inn, (2) 1537 in 1963, PC (2) 1537, SEMTA (4) 112 in 1976. MARC 142
 PRR (1) 8262-Hamilton Inn, (2) 1519 in 1963, PC (2) 1519, SEMTA (4) 101 in 1976. MARC 141
 PRR (1) 8272-Marietta Inn, (2) 1530 in 1963, PC (2) 1530, SEMTA (4) 102 in 1976. Don Brown - OMID available
 PRR (1) 8275-Norristown Inn, (2) 1513 in 1963, PC (2) 1513, SEMTA (4) 107 in 1976. MARC 147
 PRR (1) 8284-Steubenville Inn, (2) 1528 in 1963, PC (2) 1528, SEMTA (4) 111 in 1976. MARC 149
 PRR (1) 8286-Tiffin Inn, (2) 1504 in 1963, PC (2) 1504, SEMTA (4) 104 in 1976. MARC 144
 PRR (1) 8290-Van Wert Inn, (2) 1520 in 1963, PC (2) 1520, SEMTA (4) 109 in 1976. Don Brown - OMID available.
 PRR (1) 8261-Hagerstown Inn, (2) 1526 in 1963, PC (2) 1526, MDOT 1511 Conflict w/ NJT 5436, MARC 150
 PRR (1) 8265-Kokomo Inn, (2) 1517 in 1963, PC (2) 1517, Retired 1974, Scrapped.
 PRR (1) 8271-Mansfield Inn, (2) 1542 in 1963, PC (2) 1542. MDOT 1513, MARC 152
 PRR (1) 8274-New Castle Inn, (2) 1539 in 1963, PC (2) 1539. MDOT 1512, MARC 151
 PRR (1) 8277-Petoskey Inn, (2) 1511 in 1963, PC (2) 1511, Destroyed by fire 1967.
 PRR (1) 8282-Sewickley Inn, (2) 1535 in 1963, PC (2) 1535.
 PRR (1) 8289-Urbana Inn, (2) 1543 in 1963, PC (2) 1543. MDOT 1501