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Newsletter of the

Number 6

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302 Philadelphia, Pa. 19101

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

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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 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 <u>Cinders</u> should be directed to the Editor at P. 0. Box 7302, Philadelphia, PA 19101-7302.

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

OUR MEETING:

FRIDAY EVENING, JUNE 13, 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 June 13 meeting will feature a look at light-rail operations, as presented by Chapter Member Harold H. Geissenheimer. Mr. Geissenheimer's program is expected to cover numerous European light rail operations, and will include a look at some of the newer "low-floor" light rail vehicles. This interesting lecture will spur you into making vacation visits to the many new and rebuilt properties.

Our usual sit-down dinner will be held in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$19.50 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, JUNE 10, 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.

Please note that our June meeting is on the $\underline{\text{second}}$ Friday of the month to avoid conflict with the NRHS Convention at Salt Lake City, UT. Please join us for a fine traction program to close out our meeting season.

SUMMER DINNER SET FOR AUGUST 16 AT STRASBURG

The Strasburg Rail Road's historic dining car Lee Brenner will be the scene of Philadelphia Chapter's annual summer dinner on Saturday, August 16. The dinner price of \$32 per person will include the train fare from Strasburg to Leaman Place and return. Everyone holding dinner reservations should be ready to board the train at the East Strasburg station by 6:30 PM because dinner service begins well before the train departs at 7.

Checks made payable to PHILADELPHIA CHAPTER, NRHS must be received before July 1, 1997 at the Chapter's address: P. O. Box 7302, Philadelphia, PA 19101-7302. Reservations should specify one of the following three entrees: Oven Roasted Prime Rib of Beef, Baked Flounder stuffed with Crab Meat, or Chicken Cordon Bleu.

Anyone who cannot meet the July 1 date may call the railroad's dinner hotline at 717-687-6486 to make an individual reservation, if space is still available. The Chapter will attempt to arrange transportation from and to the Philadelphia area for members who wish to carpool or who do not have access to an automobile.

Come join your fellow members for a fine meal aboard one of the Strasburg's beautifully-restored wooden passenger cars, while enjoying a leisurely ride through the famous Amish farm country. For further information, telephone Senior VP Les Dean at 610-586-7294.



Amtrak's new National Timetable was out by its effective date of May 11 (but later than the Northeast Timetable). Major changes on trains serving Philadelphia are: The Three Rivers now uses a full Horizon Dinette instead of an Amdinette. Stops at Youngstown and Fostoria, OH are in the planning stage. The Capitol Limited adds a Thruway bus connection linking Cleveland, Columbus and Cincinnati. The northbound Silver Palm operates about two hours earlier, and the Carolinian adds a stop at Cary, NC. The Crescent will change from electric to diesel power at Philadelphia instead of Washington, DC.

Regrettably, the <u>Desert Wind</u> and <u>Pioneer</u> were discontinued, although Thruway bus service was added to cover some portions of the <u>discontinued</u> routes. The <u>City of New Orleans</u> is now through-routed with the <u>Empire</u> <u>Builder</u>. Thus, there are now through cars operating <u>between New Orleans</u> and Portland, OR and between New Orleans and Seattle, WA.

In a real cliffhanger, the Texas Eagle received a temporary reprieve thanks to a nearly \$6 million loan from the State of Texas. The deal had actually not been completed by the May 11 schedule change date, but Amtrak decided to run a token three-car consist on Sunday, May 11, returning from San Antonio on Tuesday, May 13. This was made up of an F40, baggage car, transition sleeper (to provide access to the baggage car) and a snack coach. There had been a hold on reservations, so ridership was understandably low. The next two trips (the train remains tri-weekly) were similar except one set substituted a lounge and coach for the snack coach. Amtrak hoped to be back to its planned consist as soon as possible. Apart from the St. Louis-setoff cars, this would be a baggage car, transition sleeper, two coaches, two sleepers, a smoker coach, diner and lounge. Despite rumors, at presstime Amtrak would not confirm that any through service via the Sunset Limited would be restored. As a result, passengers would have to stay up at San Antonio from Midnight to 5:30 AM to make a westbound connection, and from 3:15 AM to 7:00 AM, eastbound, certainly not a very palatable prospect.

The remaining endangered train, the Boston section of the <u>Lake Shore Limited</u>, was saved by support from the Commonwealth of Massachusetts. This move will permit the train to carry more mail to offset some of its losses. The mail cars will be carried on the rear of the train, and the <u>Lake Shore</u> is now diagrammed to operate with a pair of Genesis units all the way from Chicago to Boston.

The overnight Boston-Washington service is being considered for a number of service enhancements, to take effect during this coming summer. Among the possibilities are a new name for the train, an earlier schedule, an extension to Richmond or Newport News, and improved coach and lounge facilities. Certainly, the last 10-6 Heritage sleepers are on borrowed time, as Viewliners 62047-49 and prototype 2301 are to be assigned to Boston as replacements for these venerable veterans.

The new Amtrak Northeast Corridor employee timetable deletes "Hunter" tower in West Newark. The connection used by NJ Transit's Raritan Valley trains to reach the former Lehigh Valley mainline is to be realigned through the site of the old tower to permit higher-speed operation.

In Amtrak motive power items, mid-May found 85 GE P42 units on the property (1-84 and 86). The number of new units just about equals the number of F40's in service. There were 88 F40's remaining in service in May, deployed in five pools: two at Chicago (for Intercity trains), 22 Amtrak West units at Los Angeles, 15 Intercity units assigned to New Orleans, 14 Northeast Corridor units assigned to Rensselaer.

Amtrak's four surviving EMD FL9's are seeing only limited service. As of May 12, the 484 and 485 had not operated since April 19, while the 486's last run was on May 6 and the 487 on May 12.

With only two F40's remaining assigned to Chicago, Amtrak's 500-series GE P32's (with their unusual paint scheme) are assigned to the short-distance trains out of the Windy City. Some trains have a P32 paired with an ex-F40 NPCU (there are five of these "cabbage" units), and other trains have been noted with a P32 on each end of the train.

AEM-7's 901 and 910 have been undergoing heavy repairs at Wilmington since their involvement in the November 23 derailment of the Fast Mail at "Portal" interlocking, and these two units may be prototypes for a "mid-life" upgrading program. The 947 has been out of service since August, 1995 due to fire damage.

In equipment news, 11-bedroom sleepers 2233 and 2235 have been leased to American Orient Express as their <u>Pacific Star</u> and <u>Grand Canyon</u>. Another sister car, 2230, has been assigned as a staff sleeper and will be renumbered to 10003.

The era of Heritage coaches in "clocker" service came to an end on April 28. Train 633 brought in cars 7002, 7600, 7610 and 7621. Sister coach 7604 expired on April 21. Fifteen refurbished cars remain in service on the Adirondack and other Empire Service trains.

The first "dormitory-lounge" converted from a Heritage 10-6 sleeper has been released. Car 2500 is ex-2995-Pine Brook, which was formerly Amtrak 2712 and was built as Atchison, Topeka & Santa Fe 1621 in 1949. 1950. The car has striping similar to the 1700-series baggage car conversions, and retains its name.

Custom Class car 44713, renumbered in error as a Metroliner car, received its proper new number, 44799, in mid-May.

On May 16, the 29th Superliner smoker coach was released from Beech Grove and the remaining five cars were in the conversion process. We'll list the conversions as soon as the program has been completed.



JUNE 7, 1997: Special PCC trolley runs on SEPTA Route 23 to celebrate new playground to be built at Jenks School, Chestnut Hill. Car will operate between Chestnut Hill loop and Germantown depot 11 AM-2 PM, sponsored by Chestnut Hill Community Association. No fare will be charged but donation accepted. For information, telephone Janet Potter at 215-247-1836.

JUNE 7: Manassas Railway Festival, 10 AM-4 PM, at Manassas, VA. Event features Amtrak, Norfolk Southern and Virginia Railway Express equipment displays, model railroad layouts, railroadiana dealers and many other interesting activities. For more information, contact 1997 Manassas Railway Festival, c/o Historic Manassas, Inc., 9025 Center Street, Manassas, VA. 20110.

JUNE 7-8, 14-15: "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. These trips are in response to overwhelming demand for similar excursions last October, and proceeds will be used

for URHS equipment restoration. 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 NJ Transit trains. Order tickets from: Iron Horse Enterprises, 1 Railroad Avenue, Lebanon, NJ 08833, also furnishing home phone number. For information and credit card reservations, telephone 908-236-2200.

JUNE 22: Public run day at Pennsylvania Live Steamers, Route 29, Rahns, PA. Steam and diesel-powered trains in three different scales offer public rides around PLS grounds during the afternoon. Admission is free. For information, telephone 610-454-0477 (weekends only). Rain date is June 29.

JUNE 24-28: Annual NRHS national convention at Salt Lake City, UT, sponsored by Promontory Chapter. Events include Union Pacific diesel and steam-powered excursions, steam specials on Nevada Northern and Heber Valley Railroads, visit to Golden Spike National Historic Site and Ogden Union Station Museum, seminars, railroadiana show and banquet. Convention brochure and order form has been mailed to all pre-registered members. To register, send check for \$20 per person to: Promontory Chapter NRHS, 1965 West Lindsay Drive, Taylorsville, UT 84119-5401.

JUNE 28: Special diesel-powered train over Conway Scenic's ex-Maine Central Mountain Division from North Conway to Twin Mountain, NH and return, sponsored by Mass Bay RRE. Train leaves North Conway at 11 AM. Fares: \$42 coach, \$57 first class, lunch \$8. Order tickets from: Mass Bay RRE, P. O. Box 475, Nuttings Lake, MA 01865-0475. For information, telephone 617-489-5277.

JULY 4: Special diesel-powered passenger trains on Belvidere & Delaware River Railway (former Pennsy Bel Del branch) from Milford to Holland, NJ and return. Trains leave Milford every 45 minutes from 10:15 AM to 4:15 PM. For information, telephone 908-782-9600.

JULY 4-6: Reading Days at Railroad Museum of Pennsylvania, Strasburg, Friday and Saturday 9 AM-5 PM, Sunday 12 Noon-5 PM. Special events and exhibits on the Reading Railroad. Regular admission charges apply. For information, telephone 717-687-8628.

JULY 19: SEPTA streetcar excursion, sponsored by West Jersey Chapter NRHS. Peter Witt car #8534 is expected to be used, covering entire Route 23 from Chestnut Hill to South Philadelphia. Trip leaves SEPTA Elmwood depot 10 AM, returns about 3 PM. Fare: \$22.50 per person prior to July 1, \$25.00 after that date. Order tickets from: Bill Sweeney, 20 Webster Avenue, Cherry Hill, NJ 08002-3279. Make checks payable to West Jersey Chapter NRHS. Information may be had from Norm Seidelmann at 609-663-1086 or Bill Sweeney at 609-427-9327.

JULY 19: 6th annual "Rail to the Fair" excursion from Philadelphia to Harrington and Laurel, DE and return, sponsored by DelDOT and Delaware Transit Corp. Special Amtrak train leaves 30th Street Station at 9 AM, Claymont, DE 9:16, Wilmington 9:38 and Newark 10:16, proceeding south on Conrail's Delmarva secondary track and arriving Harrington at 12:35 PM. After stopping at Harrington to discharge passengers attending the Delaware State Fair, train will continue south to Laurel and return. Various fares apply. Philadelphia-Laurel ticket is \$67.50 round-trip. For information, telephone Doug Andrews or Christie Hoffman at Delaware Transit, 302-577-3278 (extension 3412 or 3451).

JULY 24-27: "Railroads and the Civil War" presentation at Scranton, PA, sponsored by Civil War Education Association. For information, write CWEA, P. O. Box 78, Winchester, VA 22604 (telephone 800-298-1861).

JULY 26: Unity Day at Parkesburg, PA, celebrating the borough's 125th anniversary. Amtrak will have equipment on display, and the newly-renovated ex-Pennsy station will be open.

JULY 27: Public run day at Pennsylvania Live Steamers, Route 29, Rahns, PA. See June 22 item above for details. Rain date August 3.

AUGUST 2-3: Old Time Railroad Days at Kutztown, PA, sponsored by East Penn Rail Excursions. Displays, railroadiana sales, model trains, historic equipment will be featured at the ex-Reading depot on Railroad Street. Diesel-powered train rides to Topton and return will be operated. For information, contact: East Penn Rail, P. O. Box 148, Kutztown, PA 19530-0148 (telephone 610-683-9202).

AUGUST 9: Railroadiana show and sale at New Freedom Community Center, 190 E. Main St., New Freedom, PA, sponsored by Friends of the Northern Central Railway, for benefit of New Freedom Railroad Station Renovation Fund. Admission: \$1.00 (\$3.00 maximum per family). Show runs from 11 AM-5 PM. For further information, contact the Northern Central Railway, 117 N. Front St., New Freedom, PA 17349 (1-800-94TRAIN).

AUGUST 13-16: 49th annual Rough & Tumble Engineers Threshermen's Reunion at the R&T Museum, Route 30, Kinzers, PA. Historic steam traction engines, miniature steam railroads, antique tractors, machinery and autos will be in action. Ample free parking. For information, telephone 717-442-4249.

EXTRA LIST (Continued from Page 3)

AUGUST 16: Philadelphia Chapter's annual summer dinner will be held aboard the Strasburg Rail Road's dining car Lee Brenner at Strasburg, PA. Passengers must be ready to board at 6:30 PM. Fare: \$32 per person (includes rail transportation). Reservation deadline July 1. Make checks payable to "Philadelphia Chapter NRHS" and send to P. O. Box 7302, Philadelphia, PA 19101-7302. For information, telephone Senior VP Les Dean at 610-586-7294.

AUGUST 16-17: Annual Railroad Days at Black River & Western Railroad, Ringoes, NJ, featuring steam-powered mixed train. For information, telephone 908-782-9600.

AUGUST 22: Operation Lifesaver special train from Philadelphia to Harrisburg via Conrail, using Conrail E8A locomotives and office car equipment. Invited guests, including public safety and police officials, will be on board, with stops in several communities to publicize the nationwide campaign for grade crossing safety. Further details will appear in August Cinders.

AUGUST 24: Public run day at Pennsylvania Live Steamers, Route 29, Rahns, PA. Steam and diesel-powered trains in three scales will offer public rides around PLS grounds during the afternoon. Admission is free. For information, telephone 610-454-0477 (weekends only).

OCTOBER 22-NOVEMBER 2: "Panama Canal Adventure" cruise aboard SS Crown Majesty from Montego Bay,

Jamaica to Acapulco, Mexico, via Panama Canal, sponsored by Lancaster Chapter NRHS. Prices include air transportation, tours and railroad seminars on board. Fares range from \$1,649 to \$2,049 per person. For information,

contact: Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566-9522 (telephone 717-786-4932).

THROUGH DECEMBER: "Treasures of the B&O Railroad: 170 Years of History at the Birthplace of American Railroading," exhibit at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD. This new exhibit celebrates the Baltimore 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.

ON THE SCENE (Continued from Page 2)

A full-length dome-lounge car was released with the end of the Reno Fun Train and moved east from Los Angeles on the last <u>Desert Wind</u>. It turned up in Philadelphia and was slated to be part of a special train publicizing local initiatives to improve stations. The special's five-car consist also included office car 10001 and Amcoach 21044, stripped of its seats for use as a display car.

Meanwhile, prototype "express" box car 70000 is touring the system, testing clearances (it's a little wider than a regular car, so care must be exercised around close clearance areas like high-level platforms). To my eyes, the car looks like the dark green used by British Columbia Railway, with white numbers but, as yet, no logos on the car.

Long Island Rail Road's parlor car service to Montauk this summer is similar to that of prior years. On Thursdays, two trains will operate to Montauk and on Fridays, one train to East Hampton and four trains to Montauk. Returning, there are two Monday trains from Montauk and four Sunday trains from Montauk.

The Pennsylvania Railroad rebuilt nine P70 coaches into round-end P0C70 coach-observations in 1939-42 and built five new P0C85's in 1948. These new cars replaced prewar cars on the <u>Jeffersonian</u> and <u>Trail Blazer</u>. The other prewar cars originally ran on the Chicago-Detroit <u>Red Bird</u> and the Washington-Chicago coach section of the <u>Liberty Limited</u>. When the new cars arrived, PRR tried several uses for the spare cars, some of which are documented below.

The Red Bird ceased its operation over the Pennsy (Chicago-Fort Wayne) and Wabash (Fort Wayne-Detroit) in January 1949. The $\overline{\text{Trail Blazer}}$ was combined with the $\overline{\text{General}}$ during the summers of 1950 and 1951 and permanently after September 30, 1951. When two sections were operated over the next three Christmas holidays, the sleeper section regained prewar Pullman observations.

The <u>Jeffersonian</u> lasted a bit longer, expiring on April 25, 1953. The all-Pullman <u>"Spirit of St. Louis"</u> gained coaches and the sleepers and coaches for Indianapolis were operated on a separate <u>Indianapolis Limited</u> which inherited the <u>Jeffersonian</u>'s observations, running (except in summer) until April, 1956.

The <u>Aerotrain</u> between Philadelphia and Pittsburgh was replaced in June, 1957 by a fast train (#17) which operated until February, 1960, although as time went on, the observation car eventually went to Harrisburg on a morning semi-local and then joined a New York-Pittsburgh train. Twice during 1956-57, PRR tried out an observation on the <u>St. Louisan</u>, but each outing lasted only a month or so.

The Chicago-Cincinnati route used tavern-observations twice, from October, 1948 through November, 1951 (on trains 215-216) and from April, 1960 to February, 1961 (when the train was numbered 70-71). The Fort Pitt (Chicago-Pittsburgh) used cars from September, 1948-June, 1949 and again between September, 1949 and December, 1951. Other trains included 362-363 (Pittsburgh-Cleveland) from December, 1948 to March, 1949, trains 204-205 (Pittsburgh-Cincinnati) January, 1950 to July, 1950. The final meal service on the remains of the Red Arrow was provided by a tavern-observation from April, 1960 to February, 1961.

The South Wind had its own streamlined car, 1126, and a prewar car was added when a second set was scheduled. In the fall of 1957, both cars were replaced (in theory) by mid-train coach-lounges 1151-1152, although I saw observations on the train years after this.

The last cars, on the General, were replaced in 1967 by ex-Rio Grande lounge cars 1148 and 1149.

The Pennsy also operated three unique "special lounge" cars (as they were called in the Equipment
Register). Cars 7300-7302 included a tavern-lounge, nursery and newsreel theater. As "recreation cars", they served on the Jeffersonian (May, 1948-June, 1950) and thence on the Penn Texas until April, 1959. After April, 1954, these cars were known as Tavern Lounge cars.

PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA has a large-scale improvement program underway at many of its 140-plus Regional Rail stations. The program includes projects ranging from the \$2.5-million restoration of historic Overbrook station, financed largely with a Federal grant, to platform, roof, canopy and lighting work at a host of other locations. Parking lot expansions also play a major role in SEPTA's effort to make riding the trains safer and more convenient. A total of 2,200 new parking spaces have been or will be opened this year at just four stations: 120 at Exton completed in February, 1,600 in the new PennDOT-built lot at Cornwells Heights to open this summer, 488 at Lansdale and 100 at Langhorne, reports Ben Dwinnell, acting assistant general manager for the Railroad Division. Malvern is also to receive 150 more spaces to support its increased train service.



The Overbrook restoration is to start this month. Other major projects include the \$1-million renovation now in design for the 1876-vintage Strafford station building, the \$2-million rebuilding of the old Pennsy Radnor station beginning this fall and a new \$6-million station and parking lot at Thorndale set for next year. The State of Delaware is financing a new facility at Newark for the R2 service extension to begin this fall. The Airport stations are due to receive new side platforms to make it easier to transfer from the baggage area to the trains. While the latter will be funded in part by the Airport itself, a major share of the other projects will be paid for by Federal grants and by the State's Infrastructure Safety & Renewal Program. SEPTA also plans to make its rail system more user-friendly for bikers, with bicycle lockers already in place at 20 stations, on-board restrictions eased and permits not needed.

SEPTA is once again considering the purchase of additional push-pull cars for Regional Rail, with an order for ten cars likely to materialize. It is probable that no more new electric MU's will be acquired......SEPTA has long believed that more frequent service is needed on the R1 Airport Line, and is now seriously looking at running trains every 20 minutes instead of the present 30. A new crossover between the #1 and 2 platform tracks would be needed.......

Immaculata College and many Chester County residents are urging SEPTA to revive its cancelled plan for a new R5

Immaculata College and many Chester County residents are urging SEPTA to revive its cancelled plan for a new R5 station at Route 352 in Frazer......SEPTA is painting wide yellow stripes on platform edges of all R5 west stations as an added safety measure......Here are more stations with new color-coded station signs: R2 Roslyn, R3 Forest Hills, R5 Daylesford and Exton. The Daylesford signs were installed with the new platform shelter that replaced the collapsed Pennsy-era wooden structure......During the Delaware Transportation Festival on May 17, SEPTA operated Silverliner excursions from Wilmington to Newark, DE and return.

SEPTA could save up to \$7 million a year on AC electric power purchased from AMTRAK. This is the expected result of a wholesaling agreement Amtrak has signed with the Enron Corp. of Houston, TX, under which Amtrak will cut its \$40-million annual bill for electric energy by more than 50 percent. Enron is one of the more aggressive marketers in the new era of electric power deregulation.......SEPTA last month launched a new fare promotion on Regional Rail called "Home Free." In a move similar to the Wednesday "Make It a Night" promotion, train riders who arrive in center city after 6 PM on any evening through Labor Day will get their outbound ride free after 7:30 PM. Passengers must ask for a return coupon from the conductor of the inbound train. Front panels of the new timetables dated May 11 contain a notice of the offer........Two developers last month submitted proposals to SEPTA for commercial development of the Doylestown freight and passenger stations, a project that the borough has been pushing for some time.......Managers from SEPTA, AMTRAK and NJ TRANSIT held an unusual joint session at Trenton station on May 27 to receive in-person comments from customers, similar to SEPTA's own "On Site" program.



SEPTA held a series of hearings last month on its Fiscal Year 1998 operating budget. The \$716.9-million operating plan for the year beginning July 1 is just a bit higher than the current budget, and would represent the third consecutive year of level spending in spite of increased labor and other costs. In contrast with the FY 1997 budget, which originally targeted \$75 million in service cuts and other economies, the new plan contains no significant service reductions and no fare increases. As a result, the hearings produced little controversy and relatively few witnesses—a far cry from the storm of protest that greeted last year's proposal. General Manager Jack Leary believes that, after years of declining ridership, ridership has now stabilized and we are positioned to build upon this base by concentrating on

"SEPTA passenger ridership has now stabilized and we are positioned to build upon this base by concentrating on the needs of the residents of the five-county area." Total operating revenue for FY 1998 is budgeted for a 1.2-percent increase over 1997, and Leary has created a Strategic Business & Ridership Development Division to concentrate on this goal.

Overall, the proposed budget is supported by expected revenues from all sources of \$357.9 million and \$359 million in Federal, State and local subsidies. While wage costs under current contracts are expected to increase, SEPTA is looking to cut its \$25-million-a-year bill for workers compensation and to reduce its workforce by about 700, to a total of 9,000. This is to be accomplished largely through attrition and by continu-

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ing the current freeze on hiring. No provision is made in the budget for wage increases that may result from renegotiating the contract with the Transport Workers Union which expires next March. But Leary said that SEPTA's position on new labor contracts is that "they must be fully funded by internal economies and be expenseneutral to the Authority."

On May 29 SEPTA scheduled a hearing in Philadelphia on its FY 1998 capital budget and its 12-year capital program for 1998 through 2009. The 1998 budget comes in at \$436.9 million, a 63-percent increase over last year's budget of \$268 million, and is composed of \$316.9 million for infrastructure work and \$120 million for vehicles. It assumes that Federal funding will continue at the 1997 level and that State funding (including local match) will rise to \$219 million. The latter is a result of the transit supplement approved as part of the gasoline tax increase signed into law in April (see May Cinders). Among the important projects listed for 1998 are: purchase of 100 new buses (\$35 million), starting the \$348-million Market Street Elevated reconstruction using single-column bents (\$26.5 million); \$5 million to begin rehabilitating the bridges and catenary between Suburban and 30th Street Stations; \$30 million for the Frankford Transportation Center; and \$23.9 million for new commuter rail cars and station improvements on the R3 West Trenton and R7 Trenton lines, in preparation for the reconstruction of I-95 set to begin in 1999.

Cynthia Brey, SEPTA's senior project manager for the Frankford Transportation Center project, was the Chapter's guest at its May 16 meeting. Using slides and printed material, she described the spacious \$140-million center which will replace the antiquated 1922-vintage Bridge-Pratt station, used by over 50,000 daily riders of the Market-Frankford Line. Site preparation will begin this fall with completion in 2002......SEPTA held two information sessions last month to update residents on its Cross County Metro project, which would build a 48-mile transit line along Conrail's ex-Pennsy Trenton Cut-Off. A final report is due from the consultant, LS Transit Systems, by summer 1998, which will include a recommendation of mode.......Three meetings sponsored by SEPTA and BARTA (the Reading-area transit system) were also held last month to discuss the ongoing study of a proposed Schuylkill Valley Metro light rail line between Philadelphia and Reading.

SEPTA's Transit Museum Store at 1234 Market Street is selling a model of green PCC #2733, displayed on the building's concourse level. The Corgi Classics model sells for \$53.95 (plus seven percent tax) and is the first in an expected PCC series in different paint schemes. For information, call 215-580-7168 (Philadelphia Trolley Coalition)......The Museum Store has received an award from How Magazine, the leading publication of the graphics and design industry, for the design of its shopping bags with the track-and-train logo......SEPTA announced four hearings on June 2-4 to discuss the Fiscal Year 1998 annual service plan for the City Transit Division......SEPTA honored its oldest rider, 102-year-old Eugene Por of Wynnewood, during Try Transit Week on May 14. The native Hungarian and his wife regularly use the Routes 44 and 105 buses, reports "Phantom Rider" in the Daily News.......GM Jack Leary observed Try Transit Week by serving ice tea to commuters at 69th Street Terminal.......Michael T. Burns has received the title of Chief Operations Officer, essentially replacing former Deputy GM Howard Roberts........SEPTA has named Robert Bickhart, an aide to Senator Rick Santorum, to head its Government & Public Affairs Department (Daily News).

Peter Witt #8534, owned by Buckingham Valley Trolley Association, should be released from SEPTA's Woodland shop this month, with structural work and painting completed. It is scheduled for charter trips on July 6 and 19......The Route 13 detour via 49th and 58th Streets will remain in effect from early July until November. New track will be installed in that section of Chester Avenue, but the bridge replacement at 49th Street has been postponed......A real-time traffic-reporting service known as SmarTraveler began operating in the Philadelphia area last month. The PennDOT-sponsored service can be accessed by phone (215-567-5678) or on the World Wide Web (http://www.smartraveler.com), and provides up-to-the-minute reports regarding conditions on major highways as well as on SEPTA and NJ Transit routes. There is no charge for the service, which operates from 5:30 AM to 7:30 PM. The Inquirer reports that the project is part of the Federal government's "Intelligent Transportation Systems" plan.



Prospects appear to be improving in AMTRAK's long campaign to obtain one-half cent of the 4.3 cents of Federal gasoline tax now going toward deficit reduction. NARP's current newsletter headlines that support is building in the Senate for the proposal, which could be enacted through the so-called "Roth-Moynihan" bill (see May Cinders), or as part of the Intermodal Surface Transportation Efficiency Act reauthorization or in other legislation. Significant opposition, however, exists in the

House, unless the half-cent measure is coupled with a scheme to shift the entire 4.3 cents into the Highway Trust Fund. Amtrak would receive about \$750 million in capital funding each year if the half-cent diversion is approved. Senator Kay Bailey Hutchinson of Texas has introduced a new AMTRAK reauthorization bill, which provides capital funding consistent with the half-cent proposal. Otherwise, it is similar to previous bills aimed at accomplishing the long-delayed reauthorization (NARP).

AMTRAK President Thomas Downs continues to stress the critical need to approve the half-cent diversion. The passenger railroad has been ordered to become self-sufficient by the year 2002, but is in danger of bankruptcy within the next year unless Congress provides immediate financial aid. Railway Age Editor Luther Miller, writing in the May issue under the headline "Amtrak and some scary arithmetic," gives the half-cent bill a 65-percent chance of passage. But he cautions that unless President Clinton lends strong support, Amtrak as we know it may die....AMTRAK ridership rose 4.1 percent to 4.5 million in January-March versus 1996.

AMTRAK on May 6 operated a special train from New York and Philadelphia to Washington, carrying more than 250 persons to lobby for retention of favorable transit funding in the new ISTEA bill, now being dubbed "NEXTEA." The highly-unusual consist was: Amtrak AEM-7's #920 and 940, NJT coach 5559, MARC coaches 7727 and 7733, SEPTA push-pull car 2502, Amtrak dinette 28354, METRO-NORTH coaches 6337 and 6306 and Connecticut DOT ex-SPV-2000 #1001. But because of the blockage of all four Northeast Corridor tracks at Chester, PA that after-

PHILADELPHIA EXPRESS (Continued from Page 6)

noon (see below), most of the passengers were bused on their return trip. The special was deadheaded to New York that evening on the rear of train 196 with just a few hardy souls on board.

Strong wind gusts blew a roof and other debris onto AMTRAK's mainline at Chester just after 1 PM on May 6, knocking out service for more than six hours. Massive delays resulted to Corridor service, as Amtrak bused many passengers between Philadelphia and Wilmington. SEPTA ran its R2 trains on both #1 and #4 tracks as far south as Crum Lynne, from where it sent express buses to Claymont and Wilmington and local buses to other points. Full service was not restored until 2:55 AM the next day.

Bedeviled by poorly-prepared specifications for its high-speed diesel MU cars, PennDOT has been forced to twice postpone its "pre-proposal meeting" with interested suppliers. It is now set for June 13 in Harrisburg, but PennDOT officials still expect to award a contract by September for delivery of the self-propelled carsets in 1999. "Interim" cars are to be delivered by October 1998 for demonstration service on AMTRAK's Harrisburg line and elsewhere. These may well be the ADtranz-built Flexliners, one set of which has already been tested on Amtrak. The existing Flexliner set was due to arrive in Philadelphia on May 27, then move to Harrisburg for an all-day display on May 28, then to Pittsburgh on the 29th and return to Philadelphia on the 30th. Deputy PennDOT Secretary Richard Peltz, who is overseeing the DMU project, made a surprise visit to the SEPTA board meeting on May 22 for a presentation on the Harrisburg service plan. He foresees hourly service to and from Harrisburg during peak periods and two hours in off-peak, with the DMU's covering the 103 miles in 90 minutes. He hinted that if this first phase of the project is successful, a second phase might involve new high-speed electric MU's (Bill Polk).

CONRAIL

On May 13 Juniata shop released SD80MAC locomotives #4128 and 4129 in fresh new paint--possibly the last of these locomotives to be placed in service on CONRAIL. These former EMD demonstrators 8000 and 8001 operated on train PICA the next day out of Conway yard to Camden. On May 2, Conrail's first SD80MAC, #4100, together with sister 4103 was spotted en-

route to Camden with PICA.......CONRAIL had been considering the acquisition of 30 more "Big Macs," to be assembled at Juniata, but that proposal is on hold pending negotiations with future owners NS and CSX.

NORFOLK SOUTHERN's geometry train last month was touring the CONRAIL lines that NS plans to purchase. It operated from Harrisburg to Oak Island yard in North Jersey on May 14 via Columbia, Lancaster, the Dale secondary track, Morrisville Line to Woodbourne and the Trenton Line. Research caboose 52 and tuscan red geometry car 31 were hauled by Conrail C40-8 #6039.........PennDOT is shifting a segment of the Dale secondary from the former Pennsy onto the abandoned Reading Chester Valley right-of-way at King of Prussia, while a bridge is removed. This is part of a major project to link Route 422 with the Schuylkill Expressway..........We can report that the new movie "Conair" is about convicts, and does not indicate that CONRAIL is entering the airline business.

Longtime Member Bob Stacy had a big hand in producing the new book Train Master, a 112-page study of the famous Fairbanks-Morse locomotives. Produced by Withers Publishing and edited by Dan Cupper, the book contains photos taken by Bob when he was an F-M electrical engineer involved in the testing of the big diesel units. A six-page section in mid-book provides an interview and photo of Bob, and the cover painting of Train Master demonstrator units was inspired by one of his black-and-white photos. Bob later moved to Philadelphia in the position of transit engineer in the Department of Public Property.......David W. Dunn has been named to succeed Robert Emerson as director of the Railroad Museum of Pennsylvania at Strasburg. He formerly headed the Somerset Historical Center in Somerset County......Last month, Inquirer Columnist John Corr answered a reader's question about the "disappearance" of the bronze statue of Matthias W. Baldwin which for many years stood at the entrance to the Baldwin Locomotive Works office building in Eddystone. Another reader responded that the eight-foot statue is now on display at the Strasburg museum..........CONRAIL's Juniata shop has cosmetically restored ex-Pennsy E7A #5701, the only surviving E7 diesel. It was released on May 7 for return to the Strasburg museum......The U.S. DOT is now celebrating its 30th anniversary.

Shortline News. LANCASTER NORTHERN on April 1 began operating from Sinking Spring into Reading yard, where it now interchanges with CONRAIL.......NRHS-owned FP7's #902 and 903 handled a short DELAWARE VALLEY freight unassisted from Coatesville to Wilsmere yard near Wilmington on May 16, enroute to display at the Delaware Transportation Festival.......Two ex-Milwaukee F7's are operating in tourist passenger service on the GETTYSBURG RAILWAY.......All of the old Gettysburg Railroad locomotives were moved to the KNOX & KANE in April following sale of the GETY to RailAmerica (Harrisburg Chapter).......Those 15 GP10 locomotives which we reported last month as going to the READING, BLUE MOUNTAIN & NORTHERN were indeed delivered to the RBM&N, but their actual destination was Pittston, PA. There a locomotive contractor has reportedly leased the old Lehigh Valley enginehouse for repairing and leasing out diesel units............RBM&N has stripped and retired U23B #2395 (ex-CONRAIL 2780), which was wrecked last summer.........Leased CARBON & SCHUYLKILL U36B #5771 was destroyed by fire earlier this year (Railpace)......BLACK RIVER & WESTERN has acquired GREEN MOUNTAIN GP9 #1849.

SEPTA REORGANIZES ITS OPERATIONS

SEPTA General Manager John K. Leary last month implemented a sweeping reorganization of the Authority's operating functions. Effective May 23, the restructured Operations Division was streamlined into seven departments, with the goal of increasing service quality. The heads of the following "service delivery" departments report directly to Chief Operations Officer Michael T. Burns:

- o Bus Operations Includes all former City Transit and Suburban Division depots, trackless trolley operations and the Berridge maintenance shop at Courtland Street, headed by Luther Diggs
- o Subway/Trolley Operations Includes subway and elevated lines, subway-surface lines, the Norristown High Speed Line and the Media-Sharon Hill trolley lines, headed by Lisa Mancini who was transferred from the Railroad Division
 - o Railroad Operations Includes all Regional Rail operations, headed by Ben Dwinnell
- o Infrastructure Maintenance & Operations Support Responsible for all maintenance functions and vehicle procurement, headed by Pat Nowakowski as chief engineer
- o Paratransit/Contract Operations Responsible for all SEPTA contract operations, including paratransit, Phlash and Horsham Breeze services, headed by Cheryl Spicer
- o Control Center Operations Centralizes all transit and railroad control centers and operations training (the head of this department is still to be named)
 - o Operations Administration & Finance Headed by Nancy Gargano

A second wave of appointments was expected early in June, filling out the management of each department. The former head of the Suburban/Light Rail Division, Kim Heinle, reportedly will be reassigned to the Planning Department. The above reorganization, of course, affects only operations, with Leary rethinking the structure of other management areas such as Government & Public Affairs.

VAN REED ELECTED CHAPTER TREASURER

Charles Van Reed was elected vice president & treasurer of Philadelphia Chapter at the Chapter's annual meeting on April 18. He succeeds the retiring William M. Gardiner.

Other officers were re-elected for the 1997-98 term. They are: Douglas W. Watts, president; Leslie J. Dean, senior vice president; Marie K. Eastwood, secretary; and Frank G. Tatnall, national director.

CHAPTER SETS 1997-98 MEETING DATES

Philadelphia Chapter will return to the Jefferson Alumni Hall, 1020 Locust Street in center city Philadelphia, for its monthly meetings next season. Following are the scheduled dates, all on Friday evenings:

September 19, 1997 October 17, 1997 November 21, 1997 December 12, 1997 January 16, 1998 February 20, 1998 March 20, 1998 April 17, 1998 May 15, 1998 June 19, 1998

"CINDERS" LISTS NS, CSX LOCOMOTIVE FLEETS

With the impending takeover of Conrail by Norfolk Southern and CSX, the current locomotive rosters of these carriers should be of interest to the readers of <u>Cinders</u>. CSX power already is common in the Philadelphia region, but by mid-1998 it is quite likely that sightings of black NS units with their distinctive "Thoroughbred" logos will become much more frequent.

In this issue is a listing of the NS locomotive fleet, which in numbers is about ten percent larger than Conrail's reflecting its more extensive system. The Norfolk & Western and Southern Railways became subsidiaries of the Norfolk Southern Corp. on June 1, 1982, but continued to operate separately until 1990 when the N&W was merged into Southern Railway and the Southern's name was changed to Norfolk Southern Railway, creating the present 14,500-mile system. That event ended the practice of sublettering units for the subsidiaries of the holding company.

The roster on the next page is taken from an official 1995 list of NS locomotives, updated from other sources. It is planned to publish a current CSX roster in the August issue of $\underline{\text{Cinders}}$.



Norfolk Southern Locomotive Roster

LOVER SHELL Y

	ROAD NUMBERS	MODEL	BUILDER	YEAR BUILT	HORSEPOWER	WHEEL ARRANGEMENT	FORMER	ROAD	UNITS	NOTE
	50- 59	SD9M	EMD	1957	1750	C-C	N&W		10	1
	67- 81	SW1500	EMD	1966-73	1500	B-B	SOU		5	•
	104	TC10	EMD	1958	1050	B-B	N&W		1	2
	1002-1006	SW1	EMD	1947-50	600	B-B	SOU ,		3	•
	1007	SW1	EMD	1947	600	B-B	NOLL	5 00	1	. 3
	1329-1388	GP40	EMD	1966-67	3000	B-B	N&W		48	
	1580-1624	SD40	EMD	1966-71	3000	C-C	N&W		45	
	1625-1652	SD40-2	EMD	1973-74	3000	C-C	N&W		28	
	1733	SW1500	EMD	1968	1500	B-B	SOU		1	- 7
	2105	SW1	EMD	1950	600	B-B	N&W		34	
	2303-2347	SW1500	EMD	1968-70	1500	B-B	SOU		87	
	2348-2435	MP15DC	EMD	1977-82	1500	B-B C-C	SOU		56	
	2501-2556	SD70	EMD	1993-94 1969-70	2000	B-B	SOU		92	
	2717-2822	GP38	EMD		2000	B-B	SOU		54	
	2823-2878	GP38AC GP38	EMD EMD	1971 1966-68	2000	B-B	SOU		7	
	2879-2886 3170-3200	SD40	EMD	1971-72	3000	C-C	SOU		28	
	3201-3328	SD40-2	EMD	1971-72	3000	C-C	SOU		114	
	3500-3521	B30-7A	GE	1982	3000	B-B	SOU		22	
	3522-3566	B32-8	GE	1989	3200	B-B	SOU		45	
	3815-3820	B36-7	GE	1981	3600	B-B	SOU		6	
	3900-3969	U23B	GE	1972-77	2300	B-B	SOU		29	
	3970-4023	B23-7	GE	1978-81	2300	B-B	SOU		46	
		GP38AC	EMD	1971	2000	B-B	N&W		56	
,	4600-4605	GP49	EMD	1980	2800	B-B	SOU		6	
	4606-4641	GP59	EMD	1989	3000	B-B	SOU		35	
	5000-5256	GP38-2	EMD	1972-79	2000	B-B	SOU		251	
	6073-6206	SD40-2	EMD	1975-80	3000	C-C	N&W		133	
	6500-6505	SD50S	EMD	1980	3500	C-C	N&W		6	
	6506-6525	SD50	EMD	1984	3500	C-C	SOU		20	
	6550-6700	SD60	EMD	1984-91	3800	C-C	SOU		151	
	7000-7002	GP40X	EMD	1978	3500	B-B	SOU		3	
	7003-7092	GP50	EMD	1980-81	3500	B-B	SOU		90	
	7101-7150	GP60	EMD	1991	3800	B-B			50	
	8003-8082	C30-7	GE	1978-79	3000	C-C	N&W		75	
	8500-8542	C36-7	GE	1981-84	3600	C-C	N&W		43	3.5
	8550-8688	C39-8	GE	1984-87	3900	C-C	N&W		135	
	8689-8763	C40-8	GE	1990-92	4000	C-C			75	
	8764-8888	C40-9	GE	1995	4000	C-C			125	Λ.
	8889-9128	C40-9W	GE	1996-97	4000	C-C	MOLI		240	4 5
	9710-9713	RP-E4	EMD	1958-61		B-B	N&W			
	9714-9741	RP-E4D	EMD	1958-61		B-B	N&W		28 1	5 6
	9834	RP-E4U	EMD	1962		B-B	SOU SOU		6	7
	9835-9841	RP-A4U	Alco	1952-53		B-B B-B	N&W		10	5
	9842-9851	RP-E4U	EMD EMD	1958-60 1959		B-B	N&W		4	8
	9852-9855 9902-9918	RP-E4U	FM FM	1959 1954-57		C-C	N&W	1	7	9
	9902-9918	RP-F6Y RP-E6Y	Alco	1954-57		C-C	N&W		4	10
	3320-3323	NF-EUI	AICO	1337		0-0	nun			. 10

NOTES

NOTES
Certain number blocks are not complete
1 - Rebuilt by NS from SD9 units
2 - Rebuilt by Republic Locomotive from GP9
3 - Ex-Atlantic & East Carolina 404
4 - Widenose units
5 - Slug units rebuilt by N&W from GP9/GP18 units
6 - Slug unit rebuilt by SOU from GP30
7 - Slug units rebuilt by SOU from RS3 units
8 - Slug units rebuilt by GE from GP9 units
9 - Slug units rebuilt by N&W from H24-66 units
10- Slug units rebuilt by N&W from RSD12 units

ABBREVIATIONS
B-B - Denotes 4-axle locomotives
C-C - Denotes 6-axle locomotives
Alco- Alco Products, Inc.
EMD - Electro-Motive Division, General Motors Corp.
FM - Fairbanks-Morse & Company
GE - General Electric Company
N

N&W - Norfolk & Western Railway SOU - Southern Railway

TOTAL NS UNITS

SOURCES
Norfolk Southern Corp.
Extra 2200 South Magazine, Doug Cummings, Editor
Diesel Locomotive Rosters, 3rd Edition, by Charles McDonald,
Kalmbach, 1992

2321



Baltimore Service Lane

THROUGH FREIGHT TRAIN SERVICE

(All Trains Operate Daily Except as Noted)
(CORRECTED TO MAY 1, 1997)

EASTBOUND CUMBERLAND BRUNSWICK POTOMAC W. BALTIMORE BA												
Q136	EASTBOUND	CUMBERLAND	BRUNSWICK	POTOMAC	W. BA	LTIMORE-	BALTIMORE	WILMINGTON	PHILADELPHIA	PHILADELPHIA		
Q138	TRAIN	(MD)	(MD)	YARD (VA)	HALE	THORPE	(Bay View)	(Wilsmere)	(East Side)	(Park Jct.)		
Q138	0136	Lv 2105*	Lv 0001	5	Ps	0145	Ps 0230	Ps 0430	Ar 0530			
10.74	0138	Lv 0050*	Ps 0425		Ps	0645						
Q216												
120												
Ly 1845											Oake PA)	
10												MD)
Q286 (ex TU) Lv 1300* Lv 1730 Ps 2115 Lv 0001* Lv 0430 Ar 0600 (works at Jessup, MD) Q296 (ex MO) Lv 2330* Ps 0300 Ps 0740 Ar 0830 (works at Jessup, MD) Q401 Lv 0100 Lv 1130* Ps 1500 Q402 Ps 1430 Lv 1850 Ps 1915 Lv 2245 Ar 2330 Q406 Ps 1430 Lv 1850 Ps 1915 Lv 2245 Ar 2330 Q407 Q410/Z410 Lv 0515 Ps 0715 Lv 0815* Ps 1201 Lv 1430 Ps 1500 Q412/Z412 Lv 1230 Lv 1530 Lv 1615* Ps 1930 Lv 2130 Ps 2200 Q415 Lv 0530 Lv 1745* Ps 2100 WESTBOUND WESTBOUND TRAIN PHILADELPHIA PHILADELPHIA WILMINGTON BALTIMORE W. BALTIMORE YARD (VA) (MD) (MD) Q135 Lv 0130 Ps 0245 Ps 0510 Ps 0545 Ps 0805 Ar 1055* Q137 Lv 040 Ps 0525 Ps 0735 Ar 1010* Q138 Ps 0630 Lv 0710* Ps 0805 Lv 1105 Ps 1140 Ps 1330 Q179 (ex MO) Lv 0830 Ps 0920 Lv 1215 Ps 1245 Ps 1445 Q170 Lv 2300 Lv 0130 Ps 0330 Ps 0400 Ps 0600 Ar 0930* (works at Jessup, MD) Q199 (ex SA-SU) (Originates Penn Mary 2100) Lv 2145 Ps 2215 Ps 0015 Ar 00245* Q249 (ex SA) Lv 2400 Lv 2300 Lv 2145 Ps 2315 Ps 0345 Ar 0730* (works at Jessup, MD) Q400 Ps 2245 Lv 0330* Ar 0730* Q400 Ps 2245 Ps 0001 (works at Mt. Clare)										voiks at Jessu	p, bercamp	,ri <i>D</i>)
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2413/Q413 Ps 2300 Ps 2315 Ps 0130 Lv 0500* Ps 0715 Ps 1015 (works at Mt. Clare)												
PS 0600 Lv 1500* A 2000												

KEY TO TRAIN SYMBOLS

Q135 - Philadelphia to Chicago (TT)

Q136 - Chicago to Philadelphia (TT)

Q137 - Baltimore to Chicago (TT)

Q138 - Chicago to Baltimore (TT)

Q173 - Kearny, NJ to Jacksonville, FL (TT)

(from Conrail TV-173)

Q174 - Jacksonville, FL to Kearny, NJ (TT)

(to Conrail TV-174)

Q175 - Philadelphia to Jacksonville, FL (TT)

Q176 - Jacksonville, FL to Philadelphia (TT)

Q216 - Plymouth, MI to Philadelphia

Q217 - Philadelphia to Detroit, MI

Q219 - Baltimore to Cincinnati, OH

Q249 - Baltimore to Flint, MI

Q278 - Willard, OH to Baltimore

Q286 - Saginaw, MI to Philadelphia

Q279 - Baltimore to Saginaw, MI

Q375 - Philadelphia to Louisville, KY

Q400 - Hamlet, NC to Cumberland, MD

Q401 - Cumberland, MD to Hamlet, NC

Q402 - Seminary, VA to Philadelphia (to CP 555)

Q403 - Philadelphia to Seminary, VA (from CP 556)

Q405 - Philadelphia to Hamlet, NC

Q406 - Hamlet, NC to Philadelphia

Z409/Q409 - Selkirk, NY to Tampa, FL

(Conrail SECS)

Q410/Z410 - Waycross, GA to Selkirk, NY

(Conrail CSSE)

Q412/Z412 - Rocky Mount, NC to Allentown, PA

(Conrail CSAL)

Z413/Q413 - Allentown, PA to Rocky Mount, NC

(Conrail ALCS)

Q414 - Richmond, VA to Cumberland, MD

Q415 - Cumberland, MD to Richmond, VA

Ar - Arrive
Lv - Leave
Ps - Pass
* - Crew change
TT - Intermodal train
Z - Denotes train operating on
CSX trackage rights

REFERENCES

SOURCES
Bull Sheet, Allen Brougham, Editor
Cinders Staff

CSX, NS PREPARE CONRAIL PLEA

Having completed the purchase of most outstanding Conrail stock, CSX and Norfolk Southern are putting the final touches on a complex proposal to divide the Philadelphia-based railroad between them. Their joint application is expected to be filed this month with the Surface Transportation Board in Finance Docket #33388, requesting that the STB render a final decision on an accelerated 255-day schedule rather than the expected 365 days. This could set the stage for the actual breakup to occur by mid-1998. But rail labor, truckers and Senator Arlen Specter of Pennsylvania are urging that the STB deny this request, Specter expressing concern over the fate of the 8,000 Conrail employees in his State. Both CSX and NS also continue discussions with other Class I railroads seeking concessions in the Conrail takeover. Nevertheless, on May 16 the two carriers filed their preliminary environmental impact statement which is required at least 30 days prior to the application.

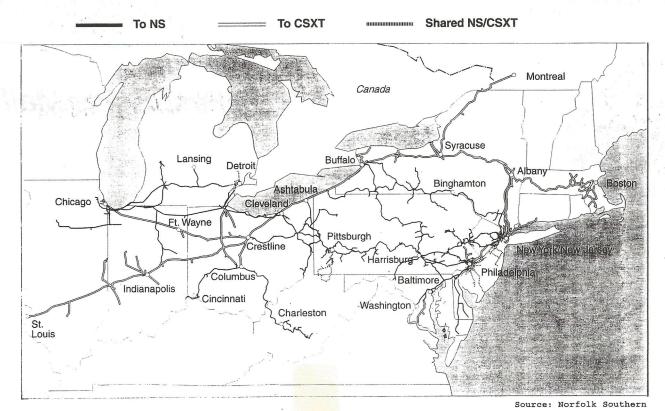
If the basic Conrail system is viewed as a big "X" centered on Cleveland, Ohio, CSX essentially is taking the mainline from East St. Louis to Buffalo, Boston and New York, while NS will operate the legs from Chicago through Cleveland, Harrisburg and Reading to Philadelphia and North Jersey. This split will result in NS buying about 58 percent of Conrail's warm body for the incredible price of \$5.9 billion, and CSX about 42 percent for \$4.3 billion. The three roads together now report about \$12.7 billion in annual revenues.

With the exception of the former Reading Philadelphia-North Jersey Trenton Line, most Conrail routes in eastern Pennsylvania will fall into the NS camp, and a number of trackage rights arrangements have been hammered out. For example, NS will receive the right to operate certain trains between Harrisburg and North Jersey via Norristown, Woodbourne and the Trenton Line for three years, until NS completes the massive job of raising clearances for double-stacks through 4,893-foot-long Musconetcong tunnel on the Lehigh Line near Easton. NS has said that it plans to spend more than \$700 million to upgrade Conrail's property in such areas as yards, track and bridges where deferred maintenance reportedly exists. CSX has already begun a \$220-million program to expand its 270-mile ex-Baltimore & Ohio mainline between Chicago and Greenwich, OH where it will connect with Conrail to form a high-speed route into the Northeast. Additional main tracks are needed to handle the anticipated doubling of traffic volume on the B&O line, CSX said.

In the Philadelphia area, a jointly-controlled terminal operation has been proposed to give CSX and NS equal access to the port and local industries, but the <u>Inquirer</u> reports that is now in doubt. Canadian Pacific has reached an agreement with NS to give it access to Philadelphia via Sunbury, PA, Harrisburg and Reading, which should be faster than its current route through Allentown. In return, NS is expected to gain trackage rights over CP's former Delaware & Hudson line between Sunbury and Albany, NY, where it would connect with the Guilford system into New England. CSX will assume responsibility for Conrail's corporate offices in center city and the computer center in Northeast Philadelphia while NS takes over Juniata locomotive shop and Samuel Rea carshop near Altoona. Conrail's National Customer Service Center near Pittsburgh and the Workforce Management office in Michigan will be jointly operated.

Conrail watchers will have plenty to keep them busy as Conrail, Inc. highballs toward its very likely demise in 1998.

Proposed Division of the Conrail Route System



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