

CNN D E R S

MAY 1997



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Volume 58

Newsletter of the

Number 5

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

OUR MEETING:

FRIDAY EVENING, MAY 16, 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)

The May 16 meeting will offer an in-depth look at the SEPTA Frankford Terminal reconstruction project, presented by Ms. Cynthia Brey, A.I.A., Senior Project Manager at SEPTA for this massive undertaking. Members will learn first-hand the changes that are anticipated at this vital Northeast Philadelphia facility, which sees many passengers interchanging from route-to-route on a daily basis.

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, MAY 13, 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.

Be sure to join us on May 16 for a most interesting program on the Frankford Terminal project. Looking forward to June, please note that our meeting date will be on the second Friday, June 13, in order to not conflict with the 1997 NRHS National Convention at Salt Lake City, UT.

FP7'S PREPPED FOR MAY 26 EXCURSION

The joint Philadelphia and Lancaster Chapter FP7 committee has been busy preparing vintage locomotives #902 and 903 for a special outing scheduled for Monday, May 26 (Memorial Day). The work has included not only normal beginning-of-season maintenance but installation of cab signals and event recorders for possible future mainline excursions.



The May 26 special will depart from the Brandywine Scenic station at Northbrook, PA, six miles west of West Chester just off State Route 842, at 11 AM, returning about 5 PM. The excursion will include a run along the Brandywine Creek between South Modena and Cossart on the former Reading Wilmington & Northern branch, as well as a journey over the ex-Pennsy Octoraro branch from Chadds Ford to West Grove. This is further south than any excursion has been permitted to operate for many years. Several photo stops and runbys are scheduled.

Tickets for this pleasant springtime excursion aboard just three open-window coaches are still available for \$32 each (children under five free). Box lunches may also be reserved in advance for \$6 per person. Credit card orders may also be placed by telephoning Bruce Irvin at 610-352-7063, who then processes them through the Lancaster Chapter. The coaches are rest-room-equipped and there will be free parking at Northbrook station.

Tickets should be ordered from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to the Chapter and enclosing a stamped, self-addressed envelope. Come join your friends, and listen to the chant of those 1950-vintage 567 engines!

NRHS OPENS WORLD WIDE WEB SITE

The National NRHS has launched itself into cyberspace with a new home page on the World Wide Web. It was originated by Michael Bettiol of the Leatherstocking Chapter, and went online April 6 with a variety of information on NRHS and its 174 chapters. The address is:

<http://www.rrhistorical.com/nrhs>

Issue No. 3 of the National Railway Bulletin will also contain a listing of the Internet web sites maintained by various chapters of the NRHS.

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

STEAMTOWN COMMEMORATES ARMED FORCES EVENTS

Steamtown National Historic Site at Scranton, PA has scheduled a number of Armed Forces events to take place during the latter part of the month of May.

On Saturday, May 17, a train powered by Canadian National steam locomotive #3254 will take passengers from the Steamtown location in downtown Scranton to Tobyhanna Army Depot for an Armed Forces Day observance. Bus transportation will be used at the Depot to ferry passengers to exhibits of historic military equipment, antique cars, environmental displays and tours of the Army Depot. The train will leave Steamtown at 9:30 AM, arriving Tobyhanna Army Depot at 10:45. The return trip will depart Tobyhanna at 3:00 PM and arrive Scranton 4:40 PM. Fares are \$10.00 adults and \$5.00 children (15 or younger) and reservations are recommended.

On Friday, May 23, the Veterans Special Excursion (diesel-powered) will operate from Carbondale, PA to Steamtown NHS to celebrate the first day of their Veterans Remembrance Event. The train departs Carbondale at 9:30 AM, arrives Steamtown at 11:00. The return trip departs Steamtown at 2:30 PM, arriving Carbondale 4:15 PM. Limited seating is available, and tickets from Carbondale are \$10.00 adults and \$8.00 children (15 or under). Stops will be made at Jessup and Olyphant enroute, and tickets are available from those points as well.

Also on May 23 will be a Night Photo Session, featuring an opportunity to see the park in action after dark. In recognition of the Armed Forces, the event will showcase World War II reenactors boarding a vintage passenger train with an historic military freight train in the background. The cost is \$15.00 per person and the event runs from 8:30 to 10:30 PM.

Over the Memorial Day weekend, from May 23 to May 26, Steamtown will commemorate Veterans Remembrance Event, held in conjunction with Tobyhanna Army Depot. Military vehicles will be displayed and coverage will include equipment from World War I to the present.

Steamtown will begin its regular excursion schedule beginning May 23, and the trips scheduled for Saturday, May 24 at 3:00 PM and Sunday, May 25 at 12:00 Noon are designated as "Troop Trains" and the public will be invited to ride with World War II reenactors. The regular excursion ticket price of \$10.00 for adults and \$8.00 for senior citizens and \$5.00 for children (15 and under) will apply.

For further information on these Steamtown events, telephone 717-340-5252 Monday-Friday or 717-340-5206. For excursion ticket reservations, telephone 717-346-7275 or 1-888-856-2345.

Steamtown National Historic Site park hours are 9:00 AM to 5:00 PM daily, and the museum admission fee is \$6.00 adults, \$5.00 senior citizen and \$2.00 children 5-15. Children 4 and younger are free with a paying adult.

BRANDYWINE SCENIC RESUMES EXCURSIONS

Brandywine Scenic Railway again this season is offering one-hour-plus rail tours along the scenic Brandywine Creek in Chester County. The diesel-powered trains with open-window coaches originate at Northbrook station, located six miles west of West Chester just off State Route 842. Trains leave at 11 AM, 12:30, 2 and 3:30 PM Saturdays and Sundays, running alternately southward and northward along the former Reading Wilmington & Northern branch now shared with Delaware Valley Railway freight trains. Fares are \$8 for adults, \$7 for seniors (55 and over) and \$6 for children (12 and under).

Brandywine Scenic also operates special-event round-trips, including "Rails to the River" trains which carry not only passengers but also a flatcar loaded with canoes for the many boating enthusiasts who flock to the Brandywine Valley. Philadelphia Chapter's May 26 FP7 excursion will be operated as a Brandywine Scenic special. For further information on the railroad's program, telephone 610-793-2279.

CHARLOTTE CONVENTION VIDEO ON HOLD

Those who ordered the official video from last year's NRHS national convention in Charlotte, NC are still waiting. The sponsoring Piedmont Carolinas Chapter advises that the contract for the video was awarded to American Altavista of Winston-Salem, NC, which has not yet completed production but intends to do so. All orders were directed to American Altavista, not to Piedmont Carolinas.

Anyone wishing to inquire regarding the promised tape should call the producer, Robert Loehne, at 910-725-3000 (FAX 910-725-1150).

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

The four round-trips that SEPTA added to its R6 Cynwyd service last January, plus a promotional blitz that saw 80,000 free ticket coupons sent out to Wynnefield, Bala and Cynwyd residents, have produced little growth in the line's anemic ridership. SEPTA figures show that the average daily passenger count has grown only from 245 to 365--a 49-percent increase compared with a 67-percent boost in service. SEPTA last year wanted to shut down the line, but heated protests from many citizens and politicians forced the costly marketing effort. One SEPTA wag claimed that more people showed up at the hearings than actually ride the trains. Fares continue to contribute only about ten percent of costs.

SEPTA's plan to reopen Baldwin station and close nearby Eddystone on the R2 Marcus Hook-Wilmington line hit a snag last month. A public hearing in Eddystone drew loud objections from the community, which may mean that the lightly-used station may remain open. Baldwin station would serve people working in the renovated Baldwin Towers office building, the former Baldwin Locomotive headquarters dating from 1928.....Delaware DOT is planning to scale back its transit subsidies, and has proposed that four midday SEPTA trains to and from Wilmington be eliminated. This will not affect resumption of commuter service to Newark, DE, set to begin this fall.



The surprise storm of March 31 dropped more than four inches of wet snow on Philadelphia and up to 12 inches on sections of Bucks County, but had little effect on SEPTA rail operations. R8 Chestnut Hill West service was suspended that evening due to storm-related signal failures.....Downed wires on the morning of March 24 caused headaches on the Railroad Division. At 7:30 AM a pantograph on train 6215 damaged the wire at Willow Grove station, but service was resumed within a half-hour. More serious was the 8:07 outage at "Schuylkill" interlocking just east of 30th Street Station, with catenary damage over at least two tracks causing numerous delays. Full service was restored at 2:13 PM.

SEPTA's Silverliner IV overhaul program is proceeding at a snail's pace, due to slow delivery of parts. By early April only car 302 had received the complete interior treatment, but married pair 113-114 were in service with new seats installed. The 111-112 were to be the next cars sporting the new interiors as well as ditch lights and other electrical improvements.....New red station signs have appeared at Wister and Germantown on the R7 Chestnut Hill East Line.....Asplundh Tree Expert Company has received a \$315,000 contract for brush cutting and right-of-way cleanup on the R3 West Trenton line north of Jenkintown. The work is to begin this month and extend through the summer, causing some midday rescheduling of trains.....Trackwork on the R2 Warminster Line north of Hatboro forced bus substitution during late April.

SEPTA has awarded contracts totaling \$2.8 million for renovation of the historic Overbrook station in West Philadelphia. Much of the funding to restore the 1858-vintage building--the oldest surviving railroad station in the City--will come from a Federal ISTEAG grant.....The Wayne Station Historical Preservation Association has begun a drive to restore that Main Line station, built around 1885.....New SEPTA commuter timetables become effective May 11. R8 Chestnut Hill West riders will note that their midday service remains half-hourly rather than being cut to hourly as proposed last year.....At the direction of new General Manager Jack Leary, SEPTA last month began accepting riders with folding bicycles on Regional Rail trains at any time without the previously-required permit, subject to space considerations.

The much-anticipated audit of SEPTA was formally unveiled on March 25. Compiled by the Phoenix Management Services consulting firm, the study, while emphasizing that the Authority provides safe and reliable service, was strongly critical of SEPTA's labor productivity and management oversight. From 1986 to 1996, according to the report, wages and benefits increased by \$200 million or three times the rate of inflation, while fares and subsidies rose by only \$181 million. Furthermore, SEPTA has about 1,400 "excess" employees, even after the departure of 500 salaried workers last year. In its 302-page report, Phoenix made 134 separate recommendations including at least two that SEPTA management appeared to dismiss out of hand. These were suggestions that the base fare be cut from \$1.60 to \$1.25 while eliminating transfers, and the immediate firing of all union employees with less than one year's service (who are not yet protected by the no-layoff clause in their contract.) SEPTA's labor costs, according to the audit, are at least \$100 million per year higher than "similar mass transit systems" providing the same level of service. Most of SEPTA's problems, the audit contends, are well within management's area of responsibility and control.

In its study, for which SEPTA paid \$295,000, Phoenix criticized the former management's lack of a strategic plan for the region and for its "stovepipe" organizational structure, in which all important decisions were made by the top brass. It proposed that the number of officials reporting directly to the general manager be cut from 20 or more to eight--a move already initiated by new GM Jack Leary. The report charged that SEPTA

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PHILADELPHIA EXPRESS (Continued from Page 3)

has not "followed the market" by providing adequate service in the suburbs, and has failed to aggressively pursue the privatization of certain costly activities such as vehicle maintenance. Pointing out that SEPTA in its billion-dollar budget for Fiscal Year 1997 expects total subsidies of \$764 million, Phoenix projects that a whopping \$4.3 billion in subsidies will be needed over the next five years if SEPTA does not change its present lifestyle. Regional Rail, the report noted, is the least efficient of SEPTA's divisions, and to speed up the trains at least half of the existing stations should be closed because 80 percent of the passengers use just 20 percent of the stations.

The Phoenix report, which Leary regards as generally constructive, is being examined closely in City Hall, Harrisburg and Washington, as well as in editorial offices. Coming as it does soon after the hiring of a new and respected general manager, it is not believed to have an immediate impact on SEPTA's funding sources although legislators and agency watchdogs will be closely monitoring management's actions. One big question is whether the politically-fractious SEPTA board will have the courage to approve some of the more controversial proposals stemming from this audit. At its April 24 meeting the board approved a \$535,000 "Phase II" of its contract with Phoenix, under which the firm will devise "an effective productivity system for bus maintenance" at the new Midvale vehicle garage and shop which opened for business on April 19. The lone dissent came from Board Member Anthony H. Williams of Philadelphia, who complained that it was time for management "to get to work and come up with its own ideas." Leary also said that next month he plans to propose a separate consultant's contract to restructure the current workers compensation program, which Phoenix had highlighted as being too costly.

Just 22 days after release of the Phoenix report, the Legislature approved and Governor Ridge signed a bill increasing the State gasoline tax by 3.5 cents per gallon effective May 1, and vehicle registration fees effective July 1. This should raise about \$404 million annually for highway maintenance and improvements. But to gain critical support from Philadelphia-area lawmakers, Ridge agreed to set aside an additional \$150 million each year for mass transit capital projects. Of this amount, half of which will be guaranteed by law and the other half promised by the Governor for as long as he is in office, SEPTA will get about \$92.6 million. This will help pay for the planned rebuilding of the Market Street elevated structure, the future Frankford Transportation Center, a new signaling system for the Broad Street subway and the 222 new M4 Market-Frankford cars. Part of the highway funding is earmarked for rebuilding the battered Route 309 Expressway in Montgomery County, which may throw off more dollars for improvements to SEPTA's paralleling Lansdale-Doylestown line.

As the furor over the Phoenix study began to die down, SEPTA Board Member Wallace Nunn of Delaware County announced that he will resign after he sees that "there's an implementation process in place." Appointed last year, Nunn had been one of the leading advocates of the management audit.....SEPTA will hold a series of public hearings this month on its proposed operating budget for FY 1998 beginning this July 1. The Philadelphia hearings will be on May 16 at 11 AM and 5 PM in the SEPTA board room, 1234 Market Street.....Former FBI Agent Peter F. Connolly has been named to the post of inspector general for SEPTA, which is in charge of in-house investigations and internal audit.....SEPTA published new tariffs effective April 1, raising its light rail, commuter rail and bus charter rates.....SEPTA is paying Independence Blue Cross \$41.9 million to provide medical coverage for its active employees in this fiscal year.....SEPTA will issue \$167.5 million of revenue bonds for various capital projects.....Hearings on the 1998 capital budget will be held May 29.

Route 13 trolleys will detour via 49th Street, Woodland Avenue and the reopened track on 58th Street beginning in July, as PennDOT replaces the Chester Avenue bridge over the R3 Media-Elwyn rail line. SEPTA has also hired a contractor to rebuild the track in Chester Avenue between 49th and 58th.....SEPTA plans to tow 12 PCC's currently stored on asphalt at Germantown depot to an on-track storage location inside Callowhill depot.SAN FRANCISCO MUNICIPAL RAILWAY will paint one of its double-ended PCC's into a Red Arrow-style scheme (Ed Springer).....SEPTA planned to have Peter Witt #8534 back on the street by early this month, after performing extensive body work on the 1926-vintage car.....SEPTA wants to acquire sister Witt #8530, long stored on a farm in Lancaster County.

ADtranz has been unable to deliver any M4 Market-Frankford cars since the first pair in late January. It is now promising a second pair sometime this month.....New Secretary of Transportation Rodney Slater was in town April 18, riding ADtranz cars 1002 and 1003 on a test run from Bridge-Pratt to 30th Street.....Lead-off event in last month's Presidents' Summit on volunteerism was a massive cleanup of Germantown Avenue from Cumberland Street in Germantown all the way up to Chestnut Hill. During the daylong project on Sunday, April 27, in which some 5,000 volunteers cleaned graffiti and painted everything in sight, all traffic but SEPTA's Route 23 buses were banned from the avenue. SEPTA deployed a fleet of its new Ikarus buses to transport the volunteers to their work stations after the opening rally.

SEPTA has installed a digital video system called the RoadRecorder in 39 buses assigned to Route 23, in an effort to deter phony injury claims and other crimes.....A 21-year-old South Philadelphia man was killed on April 16 when he jumped in front of a Broad Street subway train at the Oregon Avenue station.....A SEPTA track maintenance worker was struck and killed by a Market-Frankford train at the 52nd Street station on April 24. He was a seven-year SEPTA veteran.....An arsonist disrupted subway operations twice on March 24, setting rubbish fires at the Vine and Chinatown stations. The Chinatown fire caused black smoke to filter through the tunnel and into the Gallery shopping mall, forcing it to close for 90 minutes.....A tractor-trailer loaded with cleaning solvent became wedged under the Frankford el near Kensington & Tioga on April 22, halting el service for more than an hour.

AMTRAK staged a "Mid-Atlantic Product Line Faire" in 30th Street Station April 14-19, for travel agents and its own employees. Personnel from all of the product lines (train services) from around the country had booths dispensing souvenirs and literature, and 14 cars of various types were spotted on track 10 for walk-through inspection. From north to south the cars were: 32102 Superliner II sleeper North Dakota, 34139 Superliner II coach, 33040 Superliner II sightseer lounge, 38066 Super-

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PHILADELPHIA EXPRESS (Continued from Page 4)

liner II diner, 8803 California lounge-dinette San Gabriel Valley, 39007 Superliner II transition car, 62011 Viewliner sleeper Gulf View, 400002 North Carolina coach Dogwood, 20044 NortheastDirect cafe, 20145 NED custom coach, 44691 NED coach, 43356 Metroliner dinette, 44717 Metroliner coach, 48985 Metroliner club. All of the Metroliner and NortheastDirect cars had been freshly shopped and painted. The five Superliners and California car returned to Chicago on train #41 Sunday, April 20.

Even though the consultants' report on AMTRAK's Harrisburg line will not be released until sometime this month, PennDOT has put its purchase of diesel multiple-unit cars on the fast track. All potential bidders have been summoned to a pre-proposal meeting in Harrisburg in late May, as PennDOT people will field questions resulting from the specifications issued in March. PennDOT wants to purchase initially two "interim" and seven "final" trainsets, the interim sets for delivery next spring and the final cars by September of 1999. Each trainset is to consist of two or more cars seating at least 150 passengers and capable of 110-mph speeds. ADtranz, Siemens and Bombardier are known to be among the firms interested in the \$22-million-plus contract.

News leaked out last month that AMTRAK is considering the closure of its Fort Washington reservations center, ostensibly because of space limitations. More importantly, it is part of a strategy to move two of the three U.S. reservations facilities to an area with lower labor costs, namely Florida. Congressman Jon Fox of Montgomery County was among those attending a rally on April 22 to oppose the plan, but Amtrak Spokesman Clifford Black insisted that no decision had yet been made. The Fort Washington employees were among those bused to 30th Street to view the equipment for which they sell space (see above).

Several of AMTRAK's new P42 diesel locomotives were spotted at Penn Coach yard in Philadelphia last month. The 66 and 73 reportedly were running push-pull tests with a four-car train consisting of three coaches and cab conference car #9800. Also spotted were #7 and 9, already in service elsewhere.....The RoadRailers have returned to service on the rear of trains 41 and 89 out of Philadelphia. AMTRAK is ordering another 200 of the hybrid rail-highway units to handle U.S. Mail.....AMTRAK will install more than 40,000 new ties between Overbrook and Paoli through July, causing some minor delays to SEPTA R5 trains.....Work is underway on a new supermarket to be built adjacent to AMTRAK's North Philadelphia station.

A mentally-disturbed AMTRAK machinist shot and killed a foreman inside Wilmington shop on April 10 before being shot to death by a Wilmington police officer. The employee also critically wounded another foreman and another worker less severely. The sprawling shop was immediately shut down for the rest of the day.....Inquirer Columnist Edgar Williams points out a curious error in AMTRAK's 1997 Travel Planner. On page 21, a photo is captioned "High above Philadelphia's City Hall, Benjamin Franklin looks out over a city that makes a perfect travel destination..." Poor William Penn--he gets no respect.....A recent Working on the Railroad newsletter profiles AMTRAK Conductors Mike Frankunas and Steve O'Rourke, the "Mike and Steve" team seen in TV and print ads and heard on radio spots.....AMTRAK last month announced that it is once again looking for an investor to develop air rights above the Penn Coach yard near 30th Street Station. With the City's drive to market the new Convention Center, it is hoped that a \$100-million hotel complex can be built on this prime real estate.....With \$2 million in seed money, AMTRAK has launched a non-profit organization called the Great American Station Foundation to renovate passenger stations throughout the U.S. Amtrak hopes to attract private investment and government grants to upgrade those 400 stations which do not meet "basic passenger standards" (Chesapeake Division RRE).

Congress is beginning to get concerned after hearing all the doom-and-gloom talk about the future of AMTRAK. The House Transportation & Infrastructure Committee headed by Bud Shuster of Pennsylvania last month named a 13-member "blue-ribbon" panel to help develop an emergency plan to keep the passenger railroad running. Without immediate help, Shuster said, Amtrak could go out of business early next year. "This is the final crisis," he said. "The alternative is a Penn Central-style bankruptcy, with all the chaos and unpredictability that comes with a bankruptcy and a complete shutdown." Meanwhile, Senators William V. Roth of Delaware and Daniel Patrick Moynihan of New York have introduced a bill titled the "Intercity Passenger Rail Trust Fund Act of 1997," which would provide Amtrak with a secure source of capital funding by diverting to Amtrak one-half cent of the 4.3 cents of the Federal gasoline tax now going to deficit reduction. The tax would provide Amtrak with about \$750 million per year, one of the railroad's long-sought goals. Though the bill has numerous co-sponsors, it faces an uphill battle for passage.

While CONRAIL has suspended its line sale program for the immediate future, Railroad Development Corp. is still hopeful that it will eventually be able to purchase the "Camden Cluster" of South Jersey lines. The CSX-NORFOLK SOUTHERN takeover map shows that the lines radiating out of Camden will be "jointly controlled," which may mean that the two big carriers will sell to RDC in order to maintain equal access. In addition, CSX and NS may not want to deal with the State of New Jersey on the thorny issue of running light-rail cars over the freight line between Camden and Trenton, as now projected. Chapter Member Henry Posner is chairman of RDC.....That which is feared by most magazine editors has happened to the CONRAIL Technical Society Journal. Its most recent issue publishes a cover photo of a Conrail train at Easton, PA, but (horrors) the photo is printed backwards.

CONRAIL reported net income of \$61 million in the first quarter of 1997, versus \$31 million in the year-ago period. Revenues totaled \$906 million for an increase of 1.9 percent over the same period in 1996, when the railroad suffered through one of the worst winters in memory. The 1997 results established first quarter records for Conrail in revenues and net income.....The Philadelphia Business Journal recently ran an article on how CONRAIL is working hard to supply enough gondolas to handle the flow of imported steel slabs through the Port of Philadelphia.....EMD's former SD80MAC demonstrator units #8000 and 8001 should soon emerge repainted from Juniata shop as CR #4128 and 4129. It is very doubtful that Conrail will purchase any more new locomotives pending its split-up next year by CSX and NS.

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CONRAIL





Amtrak made public new Northeast Corridor schedules effective May 11 several weeks ahead of time. The general pattern of service remains the same, and there are actually a few additions. I've discussed all of the changes in my June Railpace column, but I'll repeat some points of interest here, too.

The New England inland route remains at one round trip, but the train runs later in both directions. One more New York-Harrisburg train is scheduled, filling in a gap which discouraged ridership. Harrisburg riders westbound get a later trip on weekends. Parkesburg will have extra service and Coatesville also will have one or two more trains stopping. Parkesburg will be served by all Harrisburg runs except 653, 646 and 648.

Taking the total number of southbound trains, here are the adjustments by city pairs in the number of trains operated. Boston-Washington will increase by one Monday-Thursday and Sunday, Boston-Newport News will run one more Saturday trip, while a daily Boston-Richmond trip via Springfield will cut back to Washington. Springfield to New Haven will add a Sunday trip, with New York-Harrisburg adding one Monday-Friday trip and New York-Philadelphia adding a Sunday trip, and New York-Washington adding one Monday-Thursday trip and two Sunday trips.

It seems that some train names will be changed to relate to that train's destination city. For example, Train 145-Charter Oak will become the Bay State, and Train 85-Bay State becomes the Charter Oak. Train 187-Chesapeake will be the Capitol Hill, Train 191-New Yorker will be the Embassy, and Train 179-Merchants Limited will be the Evening Metropolitan. Discontinued will be Trains 637-Benjamin Franklin and 199-Capitol Hill. Train names to be added are 183-Foggy Bottom, 185-Mount Vernon and 189-Georgetown.

Northbound name changes will find Train 180-New Yorker becoming the Wall Street, 170-Merchants Limited will be the Patriot, 86-Bay State will be the Charter Oak, 142-Nutmeg State will be the Bay State, 194-Potomac will be the Gotham Limited, 176-Patriot will be the Merchants Limited, 178-Senator will be the Concord and 196-Capitol Hill will become the Bowery. In this direction, Trains 638-Benjamin Franklin and 182-Chesapeake are discontinued, while being added are Trains 76-Weekend Night Owl, 184-New Yorker and 180-Big Apple.

In motive power items, General Electric is running ahead of its projected delivery schedule of P42 locomotives. The approved schedule called for completion of 120 units by year-end. As of April 19, 75 P42's had been delivered by GE. The units are 1-73 plus 77 and 80, and they are replacing F40's on virtually a one-for-one basis. As of April 18, only 90 F40's were still active, a third of which are assigned to the Northeast. When the dust has settled, we'll run a listing of the surviving units.

The four surviving FL9's in Empire Service (484-487) will soon be reduced to only the 484, which will serve as the protect unit at Penn Station, New York.

The Gulf Wind between New Orleans and Mobile passed into history on March 31, never really catching on.

The last runs for the Desert Wind and Pioneer will occur on May 10, but the service will be compensated by increased frequency on surviving stronger trains. As the Pioneer goes, the Empire Builder will go from four to seven days per week, and with the Desert Wind's discontinuance, Salt Lake City will continue daily service as the California Zephyr operates daily to Oakland.

However, a loan by the State of Texas seems to have saved the Texas Eagle for another four months, after which the expectation is that mail and express contracts will be in hand to save the train. In a gutsy move, this product line was represented at the Product Line Faire at 30th Street Station during April. The Commonwealth of Massachusetts has apparently agreed to provide financial assistance to provide a new mail and express facility at Springfield, MA. There will be additional mail cars on the Boston section of the Lake Shore Limited, which will hopefully reduce the financial drain. The consist order is expected to be changed to put the New York cars forward and the Boston cars on the rear of the train, the opposite of present make-up.

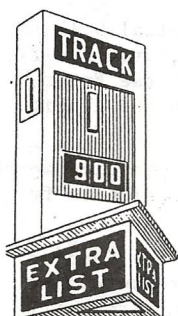
To improve equipment utilization, the westbound Sunset leaving Sanford, FL on Fridays and Sundays will depart a day earlier, on Thursdays and Saturdays. This will occur on May 31 and presumably the Eagle schedule will be adjusted to match.

Work continues on reconfiguring 34 cars as "super smokers". There is now a Superliner I coach, 34093, listed as being shopped for conversion to a smoker. If correct, this car may supplant or replace a car from the originally programmed group of 34 baggage-coaches.

The coaches and coach-baggage cars assigned to the Coast Starlight are receiving push-pull trainlines. This will facilitate through operation to and from San Diego. A through Superliner coach now operates from San Diego to Seattle and a baggage coach from San Diego to Oakland. These run with San Diego pool cars south of Los Angeles.

Amtrak's new express cars will be numbered in the 70000 series. There will be 50 50-foot and 200 60-foot box cars, all equipped with plug doors. They are former Southern Pacific and Cotton Belt cars built in the mid-1970's with vertical outside bracing. These box cars are being leased from Greenbrier and are being out-

(Continued on Page 8)



MAY 11, 1997: Special excursion over all operable Route 23 trackage, using restored PCC #2732 in 1947-vintage green-and-cream paint scheme, sponsored by SEPTA Light Rail Division. Trip will commemorate the 50th anniversary of the introduction of all-electric PCC cars to Philadelphia. Car will leave Germantown depot, Germantown Avenue & Westview Street, at 10:30 AM. Fare: \$25 per person. Order tickets from: SEPTA Light Rail, ATTN: E. Springer, 1234 Market St., Philadelphia, PA 19107 (telephone 215-580-3773).

MAY 17: Try Transit Festival (formerly Hoboken Festival) at Lackawanna Terminal, Hoboken, NJ, 10 AM-5 PM, sponsored by NJ Transit. Rail equipment and bus displays, train and ferry rides, railroadiana and food sales will be featured. Admission is free. For information, telephone 201-491-7086.

MAY 17: Armed Forces Day Excursion from Scranton, PA to Tobyhanna Army Depot, sponsored by Steamtown National Historic Site. See separate article elsewhere this issue.

MAY 17: Railroad Museum Study Tour of B&O Railroad Museum in Baltimore and Ellicott City (MD) Museum, including lunch in Ellicott City. Price: \$25 per person. For reservations, telephone B&O Railroad Museum (Christa Johnson) at 410-752-2463.

MAY 17: 9th annual Delaware Transportation Festival at Amtrak station, Wilmington, DE, 10 AM-4 PM, sponsored by DelDOT and Delaware Transit Corp. Admission is free. A varied collection of transportation equipment will be on display, including Amtrak's latest cars and locomotives, Wilmington & Western steam locomotive and NRHS-owned FP7 diesel passenger units. Buses, antique autos, model railroad layouts and numerous vendors will be on site. Philadelphia Chapter will have sales and membership table. SEPTA will again offer hourly train rides to Marcus Hook and return. For information, telephone Delaware Transit at 302-577-3278 (ext. 3405).

MAY 22: "Inclined Planes of New Jersey's Morris Canal," slide lecture by Canal Historian James Lee at National Canal Museum, 30 Centre Square, Easton, PA. Program begins at 7:30 PM and admission is free. For information, telephone 610-559-6613.

MAY 23: Steamtown National Historic Site will sponsored "Veterans Special Excursion" from Carbondale to Scranton, PA for Veterans Remembrance Event, plus Night Photo Session. See article elsewhere this issue.

MAY 24: "What Hath God Wrought?" reenactment of sending the first telegraph message in 1844, at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, 11 AM-3 PM. Regular admission charges apply. For information, telephone 410-752-2490.

MAY 25: Special night photo excursion train on Wilmington & Western Railroad, using former Pennsy railcar #4662. Multiple flash photo sessions will be held under the direction of Steve Barry of Railfan & Railroad Magazine. Also spotted for photography will be 4-4-0 engine #98 and two SW1 diesels. Train leaves Greenbank station, Marshallton, DE, at 7:30 PM. Fare: \$20 per person. Order tickets from: Tom Gears, 2720 Newport Gap Pike, Wilmington, DE 19808 (telephone 302-892-2473).

MAY 25-26: "Memorial Weekend Specials" on the Wilmington & Western Railroad. On Sunday, May 25, steam trains to the Mt. Cuba picnic grove depart Greenbank Station (Route 41 just north of Route 2) at 12:30, 2:00 and 3:30 PM. On Monday, May 26, steam trains to Hockessin, DE depart Greenbank station at 12:30 and 3:15 PM. Regular fares apply, with discounts for all active, reserve and retired military personnel. Group rates and the 1997 timetable are available. Contact: Wilmington & Western Railroad, P. O. Box 5787, Wilmington, DE 19808, or telephone 302-998-1930.

MAY 26: Brandywine Scenic Railway excursion using NRHS-owned FP7's #902 and 903, from Northbrook to West Grove, Cossart and Modena, PA via Delaware Valley Railway, sponsored by Philadelphia Chapter NRHS. Trackage to be covered is ex-Reading Wilmington & Northern branch and ex-PRR Octoraro branch. Train leaves Northbrook 11 AM. Ample free parking is available. Fare: \$32 per person (children under 5 free), box lunch \$6. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, making checks payable to "Philadelphia Chapter NRHS" and enclosing stamped, self-addressed envelope. Telephone orders may be placed to Bruce Irvin at 610-352-7063, and Visa, MasterCard and Discover cards are accepted for payment.

MAY 26: Special diesel-powered passenger trains will operate 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 Black River & Western Railroad at 908-782-9600.

MAY 27: Ringling Bros and Barnum & Bailey Blue Unit circus train arrives in South Philadelphia from Hershey, PA via Conrail. Circus will perform at CoreStates Center May 28-June 8.

MAY 31: Rare mileage excursion on ex-Pennsylvania Railroad Bald Eagle branch, now operated by Nittany & Bald Eagle Railroad, sponsored by Jersey Central Chapter NRHS. RDC special will leave Bellefonte, PA at 11 AM, returning about 7 PM. Fare: \$35 per person (box lunch \$6.50). Order tickets from: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066-0700, enclosing stamped, self-addressed envelope.

JUNE 7: Special PCC trolley runs on SEPTA Route 23 for children and adults to celebrate new playground at Jenks School, Chestnut Hill, sponsored by Chestnut Hill Community Association. First trip leaves Chestnut Hill loop about 11 AM. No fare will be charged. 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

(Continued on Page 8)

EXTRA LIST (Continued from Page 7)

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 4-6: 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: 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.

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).

ON THE SCENE (Continued from Page 6)

shopped by Gunderson in Portland, OR. In addition, from Helm Leasing will come 367 mechanical refrigerators. All of these cars are being fitted with trucks appropriate for passenger train speeds (lest you question the need for reefers, remember that Railway Express Agency had 1,500 such postwar cars for handling commodities requiring insulation or refrigeration). These cars are anticipated to be painted green.

There will also be 283 more RoadRailers. Only 20 of these will be the side-door mail vans (for platform loading). There will be 250 53-foot trailers and two small groups of specialized types (eight refrigerated vans and five auto carriers). Presumably, additional bogies and CouplerMates will be ordered, too. The cars will carry AMTK reporting marks while the RoadRailers will be AMTZ.

As we approach summer, it's appropriate to look back at some Pennsylvania-Reading Seashore Lines notes this month. PRSL retained five non-air-conditioned coaches for summer season until the end of the 1964 summer. They appear to have been limited to a Millville train (#773 -- two cars) and an Ashland local (#519 -- three cars). During that same summer, the two Atlantic City trains used Alco PA-1's and later Pennsy E7's until they ended their tour of duty. Camden had seen 2,000-hp passenger units by Alco, Baldwin and EMD in its time. These Atlantic City trains drew the rebuilt P70 coaches and Budd Company's demonstrator RDC, #2960, helped cover for the two cars lost in the Camden pier fire in 1958, the M-404 and M-412.

The Pennsylvania Railroad was down to two rush-hour trains out of Camden in 1964. A train to Trenton was made up of doodlebug #4668 and non-air-conditioned coach 1002. The Pemberton train had a 1,000-hp Baldwin road-switcher and coaches 1041 and 1046 (one car, the 1046, would survive into the Penn Central era, being retired in July, 1970). The gas car was the last of its breed on the PRR, working a trip to Trenton until June, 1963. By then, only 4666 and 4668 were left and they were not retired until September 1965.

As early as 1954, I was riding the "Bridge trains" to Camden to see the Saturday "half-holiday" parade of trains, which left Broadway station around 1 PM. A PRR doodlebug to Pemberton, an RDC each to Millville and Haddonfield and Reading G3's to Hammonton via both Haddonfield and Clementon. This November 12 will mark the 40th anniversary of the last scheduled PRR steam-powered passenger train (behind 5351 between Pemberton and Camden) and, only weeks later, the end of Pennsy steam of any kind on home rails.

FAMOUS PHILLY CHAPTER FANTRIPS OF THE PAST

(Eleventh of a Series)

by Frank Tatnall

*Philadelphia Chapter
National Railway Historical Society
extends an invitation to join the
members on a
Mid-Winter Trip
over the
Wilmington & Northern Branch,
Plymouth Branch
of the
Reading Company
aboard the famous streamlined train
"The Crusader"*



10:55 A. M.

SUNDAY, JANUARY 23, 1955

Collection of JOSEPH M. MANNIX

Navigating a portion of the W&N completed in 1869, the Crusader passed the turn-of-the-century depot at Montchanin and the grand DuPont family estates at Wintertur and Granogue, before reentering Pennsylvania near Cossart. Now winding along the banks of the Brandywine, the train bumped across the Pennsylvania's Octoraro branch at Chadds Ford Junction, passed the classic 1902-vintage Pocopson station and skirted the horse country around Wawaset and Embreeville.

After passing the Luria Brothers scrap yard at Modena, where hundreds of steam locomotives met their fate, the special bisected the sprawling Lukens Steel plant at Coatesville before stopping at the old wooden depot at 1:10 PM. Then, ducking under the stone PRR viaduct and proceeding westward through rural Chester County, the train arrived at Birdsboro, 60.3 miles from Elsmere Junction, at precisely 3:10 PM, where a 20-minute stop was made to water the diner. (Through service between Wilmington and Birdsboro had begun in June 1870, when the line was known as the Wilmington & Reading Railroad. It was leased to the Reading in 1900 for 999 years.)

The Crusader trainset consisted of two coach-observation cars at each end numbered 1 and 5, two coaches numbered 2 and 4, and diner #3. Member Joe Mannix, who was on board the train (as was the writer), reports that the Reading dining car crew did yeoman work, serving more than 190 complete dinners at six sittings of 30 people each. The diner opened at 11:30 AM and didn't close until after 5 PM, with each sitting allowed 45 minutes with 15 minutes for cleanup. The regular Crusader china and silverware were used, meaning that the crew had to wash every plate, dish, cup, saucer, glass, knife, fork and spoon six times! The menu consisted of cream of tomato soup, roast turkey with dressing and cranberry sauce, candied sweet potatoes, peas, bread and butter, neopolitan ice cream and coffee or tea. The April 1955 issue of Cinders describes how the Reading managed to prepare so much food for such a concentrated dining schedule. The turkeys were actually cooked in the diner of the King Coal on Friday during the trip to Pottsville, and in the same diner at the Huntingdon Street coach yard on Saturday. Then all the crew on the special had to do was heat them up. (Continued on Page 10)

One of Philadelphia Chapter's most memorable excursions occurred on a winter day in 1955, when the Trip Committee persuaded the Reading Company to make its streamlined Crusader available for a weekend ramble. Never before had this been permitted, but as Sunday, January 23 dawned the sleek stainless-steel trainset waited in Reading Terminal for its 10:55 AM departure. The usual crowd of railfans was supplemented by many others looking for a pleasant midwinter outing in the scenic Brandywine Valley.

The planned route was to be over the Baltimore & Ohio's Philadelphia Subdivision to Elsmere Junction, DE, then westward along the Reading's twisting Wilmington & Northern branch to Birdsboro, PA, where the train would swing eastward on the Mainline and Norristown branch to Plymouth Junction near Conshohocken, over the single-track Plymouth branch to Oreland and return to Reading Terminal via the Bethlehem and Ninth Street branches. Total mileage would be 149.9.

Oddly enough, the train was lined up with five-year-old FP7's #901 and 900 next to the bumping block. This was because the train was to be pulled backward to Callowhill Street Junction, then over the City Branch to Park Junction (a distance of 2.4 miles), where it would enter the B&O and move westward under its own power.

With a capacity load of 225 passengers on board, the five-car train eased away from the vast trainshed on time, with Baldwin V01000 #74 in charge. After the switcher had cut off at "Park" interlocking, the 3,000 horses of the combined FP7's accelerated the train through the Fairmount tunnel, along the Schuylkill River past the still-in-use B&O passenger station at 24th Street, through East Side yard and down the double-track mainline toward Wilmington. Backing around the wye at Elsmere Junction onto the Reading, the streamliner again crossed the diamonds in front of ancient "JU" tower at 12:05 PM, moving slowly westward on the W&N branch toward DuPont Country.



FP7 #901 heads the five-car Crusader during its stop at the W&N station in Birdsboro, PA, January 23, 1955. Philadelphia Chapter sponsored this first chartered excursion with the 1937 Budd-built Crusader.

--Photo by LEWIS L. HOY

PHILADELPHIA EXPRESS (Continued from Page 5)

NJ TRANSIT

NJ DOT is planning to build a highway to the proposed casino tunnel that will create a six-lane grade crossing in front of NJ TRANSIT's Atlantic City rail station. This would require shortening the platforms and limiting train lengths (DVARP).....The old PRSL depot in Atlantic City, built in 1935 and more recently the NJT bus station, has been demolished.....NJT has decided to continue operating its Atlantic City rail line at least through next year, to see if the new convention center adjacent to the present rail station will boost ridership.....NJT has announced a \$590-million capital program for Fiscal Year 1998, much of which will go to the Hudson-Bergen Light Rail Transit System in North Jersey.....NJT rail riders suffered monumental delays on April 1 as the result of the season's first heavy snowstorm.

READING, BLUE MOUNTAIN & NORTHERN has acquired 15 retired GP10 units from CONRAIL, in addition to SW1500's #9502, 9606 and 9612. It is likely some of the GP10's will be resold. NEW YORK, SUSQUEHANNA & WESTERN has purchased GP10 #7566, NITTANY & BALD EAGLE the 7569 and CARBON & SCHUYLKILL the 7563, these 1,850-hp rebuilds proving popular among shortlines and regionals. EAST PENN and LANCASTER NORTHERN had earlier purchased GP10's.Lancaster Chapter formally dedicated its ex-Pennsy "J" tower at Strasburg on April 26. The Chapter has invested more than \$150,000 in moving the classic wooden tower from Lemoyne, PA and its full restoration..... MotivePower Industries, formerly MK Rail, has agreed to sell its Mountain Top, PA locomotive shop to Summit Manufacturing Company of West Hazleton, PA, a maker of tubular steel poles.

Alan Maples, owner of the shortline EVERETT RAILROAD near Altoona and a member of Potomac Chapter, was profiled in the March 4 Wall Street Journal, under the heading "Rail buffs revive lines for short hauls to small towns".....With the retirement of CEO Drew Lewis, UNION PACIFIC will move its corporate headquarters from Bethlehem, PA to Dallas, TX.....CAPE MAY SEASHORE LINES will be operating a full summer schedule starting this month. It is hoped that the canal bridge will be returned to service by late August, allowing the line to operate into the City of Cape May and opening up a substantial tourist market (Bill Marschall).....The March issue of Railfan & Railroad contained a story about Paul Nichini, the new president of NEW HOPE & IVYLAND RAIL ROAD. He plans steam operation this season.

FAMOUS PHILLY CHAPTER FANTRIPS OF THE PAST

(Continued from Page 9)

Leaving Birdsboro, the train ran unimpeded through Pottstown, Phoenixville and Norristown, turning onto the unsignaled freight-only Plymouth branch for a cautious run to Oreland through the close-in suburbs of Whitemarsh and Springfield Townships. A photo stop was made at Bethlehem Pike in Flourtown, with some probable effect upon traffic along that busy highway. Passing the semaphore signal at Oreland station, the streamliner regained 55-mph territory and made a quick return to Reading Terminal for an on-time arrival at 5:45 PM.

Cinders reported that the trip was a success for the Chapter and for the railroad. Now, in case the reader is wondering about the price of this amazing tour, here it is: \$4.75 per person (sorry, no half fares)! And the turkey dinner cost an additional \$2.75 (tip included). Those were the "good old days"!

STATE SEEKING INFORMATION ON FISH CAR

The Pennsylvania Fish & Boat Commission is seeking the help of railfans in tracking down information on a "fish car" once used to stock fish around the Commonwealth. Built about 1891, the car was named Susquehanna and was hauled free by the railroads until it was sold in 1914. Anyone with information on this unique car, such as who built it and its specifications, is asked to contact Jay Osman or Tim Klinger at the Commission's Bureau of Administrative Services, P. O. Box 67000, Harrisburg, PA 17106-7000.

HELP NEEDED AT NRHS HEADQUARTERS

The NRHS headquarters office in Philadelphia has some opportunities for volunteers with various clerical skills to assist Office Manager Lynn Burshtin. A number of members have volunteered their assistance, but additional people are needed to help maintain many different services offered to NRHS members.

These duties offer an excellent opportunity for a retiree, housewife or other person interested in the Society and its activities to become involved. NRHS headquarters is located on the 12th floor of the Robert Morris Building, 100 N. 17th Street (northwest corner 17th & Arch). For further details, please contact Office Manager Lynn Burshtin at 215-557-6606 Monday through Friday.

"ISTEA SPECIAL" TO OPERATE ON MAY 6

A cooperative effort between Amtrak and the Northeast Corridor commuter authorities will result in a unique special train scheduled for Tuesday, May 6. The no-fare train will carry citizens and transit activists from New York, Philadelphia and intermediate points to Washington to lobby for renewal of the Intermodal Surface Transportation Efficiency Act (ISTEA), which is due to expire September 30.

The six-car special, to be hauled by two Amtrak AEM-7's, is to consist of an NJ Transit Comet IV car, SEPTA Bombardier coach 2502, an Amtrak dinette, two Metro-North coaches and Amtrak Inspection Car 10001-Beech Grove.

CSX, NS AGREE ON CONRAIL SPLIT

by Frank Tatnall

By now it's well-known that Conrail will soon be history, and last month CSX and Norfolk Southern released a map showing precisely how they will divide the big northeast system.

Basically, NS will take the former New York Central from Chicago to Cleveland; the Michigan lines; the old Pennsy mainline from Cleveland and Crestline, OH through Pittsburgh and Altoona to Harrisburg; the ex-Reading from Harrisburg to Reading, Philadelphia and Allentown; the Lehigh Line from Lehigh to North Jersey; the Buffalo-Harrisburg line; the key connection from Hagerstown, MD to Harrisburg; the Port Road; the Delmarva secondary track; the ex-Erie Southern Tier Line from Buffalo to North Jersey; the Cincinnati-Columbus, OH line; the Columbus to West Virginia coal route and trackage rights on Amtrak's Northeast Corridor south of Wilmington. Altogether, this represents about 58 percent of Conrail in terms of revenue produced.

CSX for its part will operate the mainline from East St. Louis to Boston, most of its former New York Central; the branch from Syracuse to Montreal; the River Line from Selkirk, NY to North Jersey; the ex-Pennsy Chicago to Crestline main (some of it now owned by NS); the onetime Reading from Philadelphia to North Jersey and lines from Columbus to Toledo and Galion, OH. Surprisingly, CSX indicated that it wants the partly-out-of-service Bethlehem branch, presumably to reach the still-active Bethlehem Steel coke plant which receives coal and ships out coke by the trainload. All of this adds up to about 42 percent of Conrail, less than expected.

Jointly-controlled terminal railroads would be established in the Detroit, Indianapolis, Philadelphia and North Jersey areas, and possibly in South Jersey as well. They may be operated by a restructured and renamed Conrail, or by a new entity, and would likely be open not only to CSX and NS but to other railroads, further boosting competitive access to many places now served exclusively by Conrail. Coal mines located on the former Monongahela Railway southwest of Pittsburgh also would be jointly served.

Tax considerations have led to a change in the original plan under which CSX was to buy Conrail for \$10.3 billion and resell various segments to NS. Now the two carriers together will fund the takeover, with NS contributing \$5.95 billion and CSX \$4.35 billion. All Conrail stock still outstanding will be purchased by a jointly-controlled acquisition company and, together with the stock already owned by CSX and NS, held in a voting trust until the transaction is approved by the Surface Transportation Board (STB). For now, Conrail will continue to be managed by its own board of directors.

It is anticipated that a formal application will be filed with the STB early in July, with final approval expected by the spring of 1998. Many governmental bodies, both state and local, as well as prominent shipper groups, appear to view favorably the proposed cleavage of Conrail, thus minimizing protests and smoothing the way for STB to bless the plan. One possible hitch, however, is the "Northeast Network" proposal recently floated by the Canadian National. In concert with the New York, Susquehanna & Western and other smaller carriers, the CN scheme would provide alternate routes through New York State so that CSX and NS could not demand their long haul and "choke off access" to Canadian markets. Canadian Pacific has also indicated that it wants to substantially improve its existing competitive posture in the New York City region and port areas. Currently, CP enjoys trackage rights into Newark, NJ but does not directly reach the port. NYS&W likewise does not service the port but does handle Far East container traffic from the West Coast to North Jersey through connections with NS and Conrail, the latter primarily for CSX subsidiary Sea-Land Service.

When the takeover is completed, the CSX system will extend from Boston to New Orleans and from Chicago to Miami, a 23,000-mile network serving 23 states. NS will extend from New York to Kansas City and from Chicago to Jacksonville, enlarging its system to 20,000 miles in 21 states. Many observers believe that this will position CSX and NS for the ultimate transcontinental mergers, pairing one of them with western giant UNION PACIFIC and the other with BURLINGTON NORTHERN & SANTA FE.

Some sidelights in the Conrail struggle:

- o Organized labor is gearing up for possible opposition, based on the inevitable job losses. "We don't like what we have seen to date," said one senior AFL-CIO official.
- o CSX placed a full-page ad in the Inquirer last month containing a map of its proposed system, and NS earlier ran a full-page "Message to Conrail Employees" attempting to reassure them.
- o While it appears that NS will need the capacity of Conrail's Juniata and Hollidaysburg shops in the Altoona area, there has been no further word on the fate of Philadelphia headquarters. It is likely, however, that NS will return the Philadelphia Division offices from Mount Laurel, NJ to the City.
- o The 3,000 Conrail employees participating in its employee stock ownership plan expected a windfall when more than nine million shares of stock held in the plan are sold. But the Daily News reported that a little-known IRS rule limits ESOP members to just \$30,000 per year, not the hoped-for \$300,000 each.
- o CSX may assume responsibility for Conrail's 2001 Market Street building, and its leases which run for several more years.
- o While CSX and NS have basically agreed on how to redraw the eastern rail map, tough discussions continue on allocating the locomotive and car fleets and other physical assets.
- o Nothing yet has been revealed about the future relationship with SEPTA and NJ TRANSIT.
- o Before the collapse of its one-on-one merger with Conrail, CSX reportedly considered building a \$24-million connection to Conrail at Perryville, MD.
- o Several sources have pointed out that the runup in Conrail's stock price to \$115 per share will divert funds from CSX and NS that would otherwise have gone toward capital improvements.
- o Longtime Conrail Operations Executive Gerald Gates resigned last month to become vice president-consolidation at CSX.
- o "Conrail's presence on the rail transportation scene has been short, but its impact has been large."
--CEO David M. LeVan in Conrail's 1996 annual report.

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
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