



CINDERS

JUNE 1999



Volume 60 Newsletter of the Number 6

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PHILADELPHIA CHAPTER

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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Eakins Lounge, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner at 6:15 PM (\$19.00 per person), Meeting 7:30 PM.

ANNUAL MEMBERSHIP DUES: \$31.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only status.

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. PLEASE INCLUDE NEW PHONE NUMBER!

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

MEETING NOTICE:

FRIDAY EVENING, JUNE 11, 1999 (note SECOND Friday!)
Eakins Lounge, Alumni Hall, Thomas Jefferson University,
1020 Locust Street, Philadelphia, PA (three blocks south of
Market East Station)
Dinner at 6:15 PM (\$19.00 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 5 PM)

Our meeting on Friday, June 11 will feature a member-participation slide show, "Farewell to Conrail". Each member is invited to present a maximum of 23 Conrail slides (can any member produce a slide from each of the 23 years of Conrail?) to help us all relive Conrail, born out of the shambles of six bankrupt railroads into a highly-efficient steel highway today moving large quantities of freight (and passengers, too). Members wishing to show slides are requested to contact Program Chairman Les Dean at 610-586-7294 so we'll know how many exhibitors to expect.

The evening will begin with our usual sit-down dinner in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, beginning at 6:15 PM, at a cost of \$19.00 per person. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, JUNE 8, 1999 to Dinner Chairman Bill Gardiner at 215-632-7016. This is a STRICT deadline, and you MUST specify when ordering if you desire a fish dinner. Call BILL GARDINER to make this reservation!

Join us on Friday, June 11 as we begin a new era in railroading in the Eastern United States and say "Farewell" to "Big Blue". Our first fall meeting will be on Friday, September 17, 1999--mark your calendar!

"Rails Through Manayunk" Book Available

"Rails Through Manayunk", by Chapter Member Harry Garforth, Jr., is a 72-page softcover book due to be released by Silver Brook Junction Publishing Company on June 2nd.

The book is an extensive photographic journal of before, during and after scenes of the massive 1928 project of the Reading Company to elevate and modernize the railroad through Manayunk. The coverage of the book begins at the Wissahickon Creek bridge and extends to West Manayunk. Some of the vintage photos show buildings and scenes still recognizable today, with Camelback steam locomotives as well as electric MU cars shown.

Appealing to residents of Manayunk as well as Philadelphia rail historians, Garforth's book contains a vintage map and 88 black and white photos. The book retails for \$19.95, and is expected to be available to Chapter members at the June 11 meeting at a special price of \$18.00, tax included. It will also be sold at the SEPTA Transit Museum Store.

An Open Letter from the FP7 Committee

We've made a startling, new discovery -- there IS a light at the end of the tunnel! That melodious sound that you've heard in the distance for many long years is drawing nearer.

Since 1983, the Lancaster and Philadelphia Chapters of NRHS have been engaged in a positive, joint historical preservation project....the working restoration of not one, but two famous General Motors diesel locomotives -- Reading Company FP7 Nos. 902 and 903.

This constructive relationship, a labor of love among the core group of volunteers from these two chapters, has resulted in the dramatic metamorphosis of these locomotives from almost forgotten, rusting hulks to proud operating torchbearers of an important, famous "fallen flag". Body work, side panel replacement, engine work, cab restoration, batteries, rewiring, ditch lights, cab signals, event recorders, etc...ranging from heavy mechanical to the tedious electronics...all these tasks have been successfully performed. These accomplishments permit the operation of the locomotives while other ongoing improvements continue to be made.

As these locomotives belong to ALL of the members of both chapters, YOUR HELP IS NEEDED! "In what way?" To assist, encourage and support your respective Boards of Directors and by contacting possible sponsors, businesses, other NRHS chapters and historical organizations, to help formulate marketing ideas for the operation of our locomotives in ways fitting their historical significance.

Only YOUR support and involvement will insure that these locomotives will perpetuate the historic, living legacy of first-generation diesel passenger railroading, of nearly one-half century ago.

May we count on YOU?

The Joint FP7 Committee

G. Gerrish Williams

May 17, 1999

We note with sadness the passing of long-time Philadelphia Chapter Member G. Gerrish Williams of Mount Holly, New Jersey on Monday, May 17, 1999, following a courageous five-year battle with bone marrow cancer. Gerry had joined Philadelphia Chapter in 1973, and was well known in the rail enthusiast community. He has been a regular columnist for Railpace since 1982, and had penned articles for other rail magazines, in addition to his well-known photographic journeys into the frozen north of Ontario, which were the subject of a well-received Philadelphia Chapter slide show. His lasting legacy to the rail community was his excellent publication, Trains, Trolleys & Transit-A Guide to Philadelphia Area Rail Transit, published by Railpace Company in 1998.

Funeral services were held on Friday, May 21 at the Presbyterian Church of Burlington, NJ. Gerry is survived by his wife of 20 years, Susan, plus daughters Amy and Megan. The Chapter extends its deepest condolences to them and thanks them for sharing Gerry's life with us.

Chapter Summer Dinner Set for Manayunk Station

Philadelphia Chapter's annual summer dinner is scheduled this year for Friday, August 20, beginning at 6 PM at the Station Restaurant in Manayunk, adjacent to SEPTA's R6 Manayunk station. The restaurant occupies the former Reading Company station at that location.

The all-inclusive dinner price will be \$36 per person, it was announced by Senior Vice President Les Dean who is serving as dinner chairman. Reservation and menu details will appear in the August issue of Cinders, scheduled to be mailed in the first week of August.

Chapter to Host National Directors Meeting in 2001

Philadelphia Chapter has been selected by NRHS to host the Spring 2001 national directors meeting, scheduled for April 20-22. The proposed headquarters will be at the Marriott Philadelphia Airport Hotel.

In addition to the directors meeting to be held on Sunday morning, a rail trip will be planned for Saturday, together with a possible bus trip to one of the region's tourist railroads on Friday. The banquet will be held on Saturday evening. All Chapter members are invited to participate, and a number of volunteers will be needed to staff the events.

This is the first time since 1984 that the Chapter has hosted a national NRHS meeting. As plans are developed, Cinders will keep the membership informed.



Amtrak's Spring 1999 schedule changes took effect on May 16, with the exception of Empire Service runs, which were changed on April 11.

Only a few major changes were noted in the National Timetable. These included Train 43-Pennsylvanian adding Elizabethtown, PA as a stop; Trains 79-80-Carolinian discontinue their Woodbridge, VA stops, which will ultimately be replaced by Franconia-Springfield, VA, when that station is completed. Trains 350 and 355 between Chicago and Detroit have been extended once again to Pontiac, MI, and baggage service is restored. Trains 3 and 4-Southwest Chief add Williams Junction, AZ, which will provide direct connection to the Grand Canyon Railway. Trains 5 and 6-California Zephyr also stops at Colfax, CA, and Trains 7 and 8-Empire Builder makes its usual summer seasonal stop at East Glacier Park in lieu of Browning, MT.

In the Northeast Corridor, most Boston trains are running on lengthened schedules this summer east of New Haven to accommodate the continuing electrification work. Train 172 operates via Springfield, MA (with no intermediate stops between New Haven and Back Bay) to provide a track occupancy "window" on the Shore Line route. Buses will connect at New Haven for Old Saybrook, New London, Mystic and Westerly. Trains operating via the Shore Line will once again operate between Readville and South Station via the Midland branch, skipping Back Bay, to permit uninterrupted electrification work. Train 175 adds a stop at Old Saybrook and Train 170 adds a stop at Kingston. Train 163 will make the New York-Washington trip on a faster schedule, lessening dwell time at 30th Street Station.

Additionally, several Clocker and Keystone Service trains add stops (630-Trenton and Princeton Junction; 645-Cornwells Heights; 647-Princeton Junction and 649-North Philadelphia). On the Harrisburg Line, Train 607 adds Ardmore, Exton and Elizabethtown, while Train 645 also stops at Mount Joy.

In New York, for the Saratoga racing season, a Saturday evening train will be added between July 24 and September 4. Named the Saratogian, it will approximate the Sunday schedule of Rutland-New York Train 296.

As of May 16, club service was discontinued on trains other than Metroliners (on the premium trains, it will be known as First Class). Custom Class has been redesignated Business Class. Both of these changes have been made in anticipation of the introduction of Acela service next fall. With the elimination of Club service on Boston trains, three round-trips (the so-called "supertrains" 171-176) lost their "half-club" cars. These cars will therefore be early candidates for rebuilding as bistro cars.

Therefore, the 13 Business Class cars in the Corridor are protecting five round-trips on Trains 66-67, 171-172, 173-174, 175-176 and 94-95. The three cars equipped with the baggage section (21926, 44789 and 44790) now must operate on Trains 171 and 172. The three "Capstone" Business Class cars which broke in on Metroliners have now permitted the assignment of Business Class cars on Trains 94-95.

So, only Trains 84 and 93 have a "half-club" in service as a Business Class car. Apparently, it's first-come, first-served to get to sit in the former club section, with later arrivals having to settle for the former Custom Class seats. These will be replaced within a few months by three cars converted from standard Amcoaches. Any Northeast Corridor trains offering Business Class service (other than the 12 trains noted above) use club-dinette cars 48150-48159 (or a split club as a backup car).

Twenty-one mayors from cities around the nation have formed the Amtrak Mayors' Advisory Council. Its aim is to bolster local support for intercity passenger rail, raise awareness of its impact and transportation role and support Amtrak's strategic business plan through a closer partnership between Amtrak and municipalities. While two members of the Council are from our area (Sharpe James from Newark, NJ and James Sills from Wilmington, DE), it should be noted that at least two members are from cities that have no Amtrak service!

The Federal Railroad Administration has published detailed comprehensive structural safety standards applicable to railroad passenger cars (high-speed equipment is subject to more stringent standards). These standards are supposed to enhance fire safety and increase the inspection and testing of mechanical components. The standards are not applicable to tourist, excursion or historic railroads, which will be subject to other regulations, nor to rapid transit lines independent of the national rail network.

On May 8, a new Acela Express trainset in the process of movement from the Bombardier plant at Barre, VT derailed on the former shortline operated by New England Central which serves the plant via a switchback. Power unit 2003 was derailed and dragged a short distance. This was to be the first trainset delivered to the Northeast Corridor and was due to be inspected by Amtrak officials at Philadelphia on May 15. The consist was Power unit 2001, cars 3200, 3401, 3504, 3506, 3507, 3508 and Power unit 2003. The routing was to have been New England Central to East Alburg, VT, CN to Montreal's Taschereau yard, transfer to CP at St. Luc yard, then via CP to Allentown and CR Allentown-Wilmington.

Amtrak has been operating a "tour" set of Superliners on various charters this spring. The consist included seven coaches, two diners, a lounge and a transition sleeper. On an April 18 trip from Birmingham to Chattanooga, privately-owned car Hollywood Beach was on the rear.

ON THE SCENE (Continued from Page 3)

The special "Farewell to Conrail II" charter operated May 7-10 from Philadelphia-Scranton-Binghamton-Albany-Philadelphia. The train was powered by Amtrak P42 #111 northbound, and included private varnish equipment Pennsylvania 120, Ohio River, Francis L. Suter, Chapel Hill, North Star, City of Milwaukee, Dover Harbor, Cimarron River, Pine Tree State and Caritas. Power for the return trip to Philadelphia was P42's 106 and 109.

In some motive power items, recent transfers to Beech Grove for storage are F40's 281, 283 (April 22), 275 (April 29), 261 (April 30) and 254 (May 4). F40's 370 and 382 were retired and sold on February 26 for an unknown buyer (unconfirmed reports indicate two units were headed to Juniata shop at Altoona for conversion to two units for Metro North's Port Jervis service, although it's not known whether these were the F40's). The final cab-baggage conversion in the 1998 program, 90229, was not turned out in Cascade colors, but rather in standard Northeast Corridor-type livery. It turns out that the unit will probably be assigned to the forthcoming Portland (ME) service and will be followed by 90214, now being converted at Beech Grove.

In equipment items, the third Great Dome lounge was released on April 14 and moved to Los Angeles for San Diegan service. Formerly 9300, the car now carries company service number 10031. A third wreck-damaged Superliner coach has been rebuilt as smoker coach 31592 (out on May 4, from Superliner coach 34060).

Several 1700-series head-end cars which had been converted from ex-Santa Fe coaches have reportedly suffered structural failures in certain components. As a result, any further conversions of passenger-carrying cars to baggage cars will not be likely to take place (none were planned at present).

Heritage diner 8552 was sent into Beech Grove in May to undergo a four-year overhaul (and presumably an interior upgrade). Rare EI Capitan diner 39981 was on the special train operated to Jeffersonville, IN recently. This was the first use of this car in months (its five sisters have long been stored).

The last Concept 2000 conversion for the Northeast Corridor was apparently Amfleet I coach 21228 on April 1. While the Corridor has moved on to the new Capstone 2001, the earlier scheme is still being applied to cars from other SBU's. Thus, Intercity for refurbished Amcafe 20001 on April 21 and four Amfleet II coaches during April. These cars have blue seats, etc., now. It is understood that Amfleet I coach 21143 will be the first car outshopped as a Capstone standard coach (with a new number, of course).

Amtrak is using F40's 231, 340 and an 800-series P40 to power the "American European Express" this spring. Meanwhile, the new Oklahoma City-Fort Worth trains set to start during May will offer fares at four levels, depending on availability: \$24, \$32, \$40 or \$48.

Amtrak's Northeast Corridor has apparently developed a procedure to set standards for train service operations. Under the general name "Right 'n' Ready", the standards are subdivided into general requirements, locomotives/control cars, non-passenger equipment, passenger-carrying cars, food service cars and on-board crews. As an example, food service cars must meet all of the standards of the other passenger-carrying cars, plus (1) the car will be properly staffed and (2) the car will be properly stocked, ready to serve passengers upon boarding. The initial trains under this concept were Trains 181-182 and the project will be fine-tuned in coming weeks and months.

Amtrak's May 1, 1999 summary of active equipment includes 2,301 pieces, broken down into 1,018 head-end cars and 1,283 passenger-carrying cars. In addition are 448 locomotives and control units. Motive power includes 60 diesel switchers, 18 cab cars, 18 ex-F40 cab-baggage units, 118 GE P42's, 41 GE P40's, 63 EMD F40's, 18 GE P32BW's and 18 GE P32DM's. Rounding out the fleet are 21 EMD F59's, six EMD GP40TC's, two EMD FL9's, 52 AEM-7 electrics and 13 E60's. Turbo equipment includes two power units, two coaches and one cafe unit.

Head-end equipment includes 39 mail-baggage cars, 92 baggage, 138 MHC's, 250 box express, 271 Road-Railer vans, 88 bogies, 49 CouplerMates, eight ReeferRailers, 12 vented vans, 64 auto carriers and seven inspection/training cars. The 759 single-level modern equipment includes 51 Viewliner sleepers, one Viewliner diner, 83 Horizon coaches, 17 Horizon food-service cars, five converted Capitoline coaches, 322 Amfleet I coaches, 19 Amfleet I Business Class cars, 123 Amfleet I food service cars, 113 Amfleet II coaches and 25 Amlounge II's. To be added in the Heritage category are one automat car, 21 diners, four 10-6 sleepers, 25 crew dorms (two still in the rebuilding process), three lounges, three full-domes, 18 Clocker coaches and six Pacific parlors (the latter are hi-level cars).

There are 443 Superliner cars (258 Superliner I and 185 Superliner II). They break down as follows: Superliner I: 83 coaches, 30 diners, 29 lounges, ten snack coaches, 60 sleepers, 13 coach-baggage and 33 smoker-coaches. The Superliner II fleet consists of 32 coaches, 29 diners, 24 lounges, five "kiddie" coaches, 47 sleepers, six deluxe sleepers and 42 transition sleepers.

The Northeast Corridor operates 34 switchers, seven Metroliner cab cars, 11 P42's, 39 F40's, 18 P32DM's, five GP40TC's (used as work locomotives), two FL9's, 52 AEM-7's and 13 E60's. Passenger equipment in Corridor use includes eight baggage cars, two inspection/training cars, four Viewliner sleepers, 323 Amfleet I coaches, 103 Amfleet I food service cars, three Heritage lounges and the 18 Clocker coaches (the latter assigned to Empire service). Keep in mind that all Amtrak equipment is assigned to one of the three Strategic Business Units.

The last two standard-weight Pullmans were constructed in early 1931 for New York-Cleveland service on the Erie Railroad. As such they were named Ridgewood Country Club and Youngstown Country Club. Service on the Erie lasted only a few years, since that railroad replaced virtually all of its diners with Pullman restaurant-lounges during the height of the Depression. These two cars went to the New York Central and at least one of the pair was reassigned and repainted in Northern Pacific colors for Mainstreeter service. (Pullman supplied an eight-section lounge from the time this train was introduced in 1953 until new Holiday Lounge parlor-lounges were received in 1956.) Production of new sleepers would take a hiatus for several years but Pullman completed a lightweight car built to the general design of standard cars (with a rounded end) George M. Pullman. Proper streamlined Pullman production started with four cars for the City of Portland in 1933.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

After an absence of several years, single-car trains have reappeared on SEPTA's Regional Rail system. Effective with the May 16 timetable change, single Silverliners are assigned on Sundays to all Airport-Warminster-West Trenton trains, and on weekdays to off-peak R6 Norristown trains. Savings on crew, power and maintenance costs are anticipated.....Railroad Division ridership increased by 1.7 million or nine percent in the July 1998-March 1999 period, compared with the same period a year earlier. The biggest percentage gains were noted on R7 Chestnut Hill East and R8 Fox Chase (17 percent) and R3 Media-Elwyn (12 percent). The R1 Airport service grew by six percent.



SEPTA's 12-year capital program includes \$300 million for new cars to replace the existing Silverliner II and III cars and provide added capacity (see May Cinders).....By October, SEPTA expects to move its Railroad Division Control Center from the basement of the Mellon Bank Building to the 19th floor at 1234 Market Street.....SEPTA has sold its two retired GP9 locomotives, #90 and 91, to the NRHS Heart of Dixie Railroad Museum, Calera, AL. The units were moved out on May 7.....The three remaining Budd Pioneer III cars stored at Wayne Junction now appear destined for the AAR test center near Pueblo, CO.

SEPTA has applied to the Federal Railroad Administration for a waiver of certain track inspection requirements, in order to reduce the frequency of visual inspections on track laid with welded rail.....SEPTA is replacing its Mainline bridges over Wayne Avenue, at Wayne Junction station. The #1 track has been completed and #2 is currently out of service at the site.....Over the May 15 weekend SEPTA replaced the movable-point frogs at "Carmel" interlocking in Glenside. This is one of the few locations on SEPTA where movable frogs are employed for diverging lines.....SEPTA is rebuilding the R3 Yardley station and platforms, and has installed an intertrack fence.....On May 14 SEPTA held a dedication ceremony for its \$4.2-million improvement project at the R5 Berwyn station. The project included new platforms, wheelchair ramps, platform canopies and stairs, and a new steel-and-concrete pedestrian overpass at Cassatt Avenue.

SEPTA is continuing to spruce up its commuter rail timetables with historic and contemporary station photos. To date, these include Hatboro on the R2 Warminster folder, Langhorne on the R3 West Trenton, Colmar on the R5 Lansdale-Doylestown, Manayunk on the R6 Norristown, Mount Airy on the R7 Chestnut Hill East, Fox Chase on the R8 and Fern Rock on the combined center city-to-Glenside issue. Unfortunately, photo reproduction is generally quite muddy.....New disposal bins for newspapers are in place at SEPTA's center city rail stations, part of an expanding recycling campaign.....It was a rare sight last month when all three escalators on the Upper Level of 30th Street Station were in operation. Work continues to install new elevators to the three suburban platforms.

At its May 27 meeting, SEPTA's board was expected to adopt new service standards for the Railroad and Suburban Transit Divisions. This will allow for development of annual service plans similar to those in effect on the City Transit Division since 1995.....The board also was to approve a new three-year contract with the International Association of Machinists which represents certain Railroad Division shop workers.....The Sheetz-Lukens house dating from the early 18th Century is located on SEPTA property adjacent to the former Fellwick station near Fort Washington. The Conservancy of Montgomery County is negotiating with SEPTA to protect the house from demolition and, according to the CMC, SEPTA has boarded it up and would like to hear from prospective buyers or long-term lessees.

SEPTA is still working on plans to reopen Baldwin station on the R2 Wilmington-Newark line, to serve a growing office-retail complex at the site of the old Baldwin Locomotive Works in Eddystone. This may come to fruition sometime in 2001.....An Easttown developer is proposing to rebuild the 4,000-square-foot Devon station into a modern office building, and to erect a new passenger station nearby. Although owned by AMTRAK, the building is included in SEPTA's long-range plan for historical restoration.....The latest additions to SEPTA's Lease & Maintain program for its station properties are Allen Lane, Upsal and Glenside, the latter two for use as cafes. The lessees must provide heated waiting room facilities for rail passengers.....A new 200-space, two-level parking lot has opened at the R5 Whitford station in Chester County. An intertrack fence has also been installed, but the narrow underpass on Whitford Road still makes some commuters nervous.....Two public hearings were held in April as part of the ongoing study to determine the feasibility of rail passenger service on SEPTA's freight-only Lansdale-Quakertown and Norristown-Lansdale lines.

Public hearings took place last month on SEPTA's \$765-million operating budget for Fiscal Year 2000, beginning this July 1. SEPTA projects that the budget will be supported by \$377 million in passenger and miscellaneous revenues and \$388 million in Federal, State and local subsidies. The final capital budget for FY 2000 totals \$435 million, broken down into categories of "state of good repair" (36.9 percent), "normal replacement" (30.7 percent), "system improvements" (26.1 percent) and "system expansion" (6.3 percent). The latter includes

PHILADELPHIA EXPRESS (Continued from Page 5)

\$27.6 million for engineering work on the Schuylkill Valley and Cross County Metro projects, rail service extension to Wawa and construction of the Eastwick Transportation Center in Southeast Philadelphia. The FY 2000-2004 capital program envisions total five-year spending of a bit over \$2 billion on a host of projects, the largest of which are the "new start" initiative for the Schuylkill Valley and Cross County Metros (\$312.5 million) and the Market Street Elevated reconstruction (\$193.4 million). It should be noted that these are not the full cost of the projects--just what would be spent during the first five years.



April was a relatively good month for SEPTA, with a surplus after subsidies of \$2.5 million. This reduced the cumulative deficit for ten months of FY 1999 to \$3.9 million, and management continues to believe that the end of the fiscal year will see a balanced budget. Although passenger revenues were 1.2 percent over budget, they were still 7.7 percent below budget for the year. April ridership rebounded from a March decline, as consolidated average ridership of 715,000 daily one-way trips achieved 99.4 percent of the budgeted goal. Year-to-date consolidated daily ridership of 673,000 was 4.5 percent below budget but only 2.2 under the same period last year. Regional Rail again was the pacesetter in April, with an average of 96,000 weekday passengers, 3.4 percent over budget and 3.9 percent higher than in April 1998. City Transit's 570,000 weekday trips were 1.4 percent worse than budget and 1.7 percent below the previous April.

The firm of Coach U.S.A. has won a six-month contract to operate shuttle bus service at Philadelphia International Airport, relieving SEPTA of the task. Earlier this year, after the previous contractor was dismissed for poor service, SEPTA agreed temporarily to deploy 12 buses from the Southern and Callowhill depots to handle employees and passengers using the remote parking lots.....At a May 24 ceremony in Fern Rock shop, SEPTA's first female subway operator retired after 17 years on the job.....For a week in May, Route 11 trolleys were turning back at Woodland & Island Avenues while CSX rebuilt the famous grade crossing on Main Street in Darby.....Through June 20, Route 13 cars will detour from and to the 40th Street portal via Woodland Avenue and 58th Street, while SEPTA performs trackwork. This is an expansion of the 49th Street-Woodland Avenue-58th Street detour in effect since last year, due to replacement of the Chester Avenue bridge over SEPTA's West Chester Line to Media-Elwyn.

The U. S. Postal Service announced last month that it will move its Philadelphia mail-sorting operations from the 30th Street Post Office to a site on Lindbergh Boulevard near Island Avenue in Southwest Philadelphia. As many as 4,000 employees will be transferred from the cramped 30th Street location, although the monumental 1935-vintage building across from AMTRAK's 30th Street Station will remain as a retail and administrative center. The new site is served by SEPTA bus Route 37 and is near trolley Route 36.....SEPTA has the most improved bus safety record among the nation's largest transit systems, the American Public Transit Association said last month in giving SEPTA its annual improvement award. SEPTA, which rosters a fleet of 1,272 buses, reported a drop in the number of bus-related injuries from 1,733 in 1996 to 1,385 last year, the Daily News reported.....Because the Philadelphia 76ers were playing a post-season basketball game May 23 at the First Union Center, SEPTA postponed a "disaster drill" scheduled for that day at the Pattison Avenue station of the Broad Street subway.

Capital outlays for commuter, heavy and light rail transit in the U. S. reached nearly \$5 billion in 1997, according to a recent APTA report. Commuter rail accounted for \$1.8 billion, heavy rail \$2.3 billion and light rail \$818.4 million. Total transit capital investment was \$7.7 billion, with bus systems accounting for some \$2.3 billion (Railway Age).....As part of last year's TEA-21 legislation, the Federal government has authorized about \$8.2 billion for new and expanded commuter rail systems over a five-year period (Kiplinger Washington Letter).....Former SEPTA General Manager David Gunn retired April 30 as head of the Toronto Transit Commission, after a 35-year career in public transportation. He also had worked at Boston's MBTA, headed Washington's Metro system and the NEW YORK CITY TRANSIT AUTHORITY.

The Daily News last month ran a series of articles by its transit columnist known as "Phantom Rider," blasting SEPTA for the many non-working escalators and elevators at stations on the Market-Frankford and Broad Street Lines. Then, the May 6 edition carried a front-page photo of General Manager John K. Leary, Jr., with the quote "I'll fix 'em." In the accompanying story, Leary said that he shared the concerns and agreed that "all of our elevators and escalators must be brought to a functional state of repair or replaced." He promised a new priority for the work and said that four broken escalators and two elevators would be running by the end of May, and a fifth escalator by the end of June. Many of the machines are old and difficult to keep in running order, but the News articles drew attention with photos of elderly people struggling to climb the stairs at Frankford el stations where the escalators were out of service. Until about ten years ago, outside contractors maintained the equipment, but the work was later brought in house by SEPTA.

The "Farewell to Conrail II" private-car special operated by AMTRAK last month departed 30th Street Station at 8:30 AM May 7 after a delay waiting for a CONRAIL crew. The ten-car special ran via Conrail to Reading, then READING, BLUE MOUNTAIN & NORTHERN to Scranton via Jim Thorpe, CANADIAN PACIFIC to Albany, NY and returned over Conrail's River, Lehigh and Trenton Lines, arriving back at 30th Street around 4 PM on May 10. The consist out of Philadelphia was Amtrak P42 locomotive #111, Bennett Levin's Pennsylvania 120 (in tuscan red), Ohio River, Francis L. Suter (also in tuscan red), City of Milwaukee, Washington DC Chapter's Dover Harbor, Chapel Hill, North Star, Cimarron River, Piedmont Carolina Chapter's Pine Tree State and Caritas. For most of the trip, however, Pennsylvania 120 occupied the premier spot at the end of the train. Returning from Albany, Amtrak assigned two P42 units, #109 and 106.



A new Mayors' Advisory Council to AMTRAK held its first meeting last month in Chicago. The 21 members, including chief executives from Newark, NJ and Wilmington, DE, will boost local support for intercity passenger

PHILADELPHIA EXPRESS (Continued from Page 6)

rail and Amtrak's strategic business plan.....Northeast Corridor President E. S. Bagley has announced four senior staff appointments in his business unit. They are: John Tainow, a 26-year AMTRAK veteran, as vice president-operations; Walt Desiderio as chief financial officer; Rich Sarles, formerly an assistant vice president, as vice president-high speed rail; and Kathy Huss, an 18-year veteran, as chief of staff in Bagley's office.

Jumping the gun on its Acela makeover set for this fall, AMTRAK has retitled its classes of service on the Northeast Corridor effective with the May 16 timetable change. The new Metroliner "first-class" service replaces the former club class, while Metroliner coach class and Northeast Direct and Empire custom class have become "business class." All non-Metroliner trains will continue to offer "coach class," both reserved and unreserved. East of New York, first-class service will not be available until Acela Express first class is introduced later this year.

AMTRAK will celebrate its 5th annual "Keystone Rail Days" on the Philadelphia-to-Harrisburg line over the weekend of June 19-20. In addition to a number of special displays and events at on-line towns, passengers may travel round-trip for the price of a one-way fare between any points on the Harrisburg mainline..... PennDOT has allocated \$3.8 million to build a passenger station at Paradise, PA on AMTRAK's Harrisburg line, to be completed in 2002 (Railpace).....On May 6 a 50,000-square-foot Pathmark supermarket opened its doors on AMTRAK property just west of North Philadelphia station. The store is part of a \$7-million redevelopment which will include the historically-accurate restoration of the 1901-vintage station.....In many locations, the status of AMTRAK trains now can be obtained by calling the toll-free number 800-USA-RAIL and simply punching in the train number, two-letter state code and first three letters of the destination station. Presto, the information comes back without the need to wait for a live agent!

NJ TRANSIT

NJ TRANSIT suffered a serious setback last month in its quest to build a light rail line between Camden and Trenton (see May Cinders). The Federal Railroad Administration rejected NJT's application to allow the operation of light-rail trains over the same Bordentown secondary track used by CONRAIL freight trains. The FRA said that the risk of a collision between non-standard passenger cars and heavy freight equipment was too great. The decision left NJT with little alternative but to negotiate with Conrail, and its new parents CSX and NORFOLK SOUTHERN, for a 6 AM to 10 PM service window, with freight trains confined to night operations. It is believed that this plan will not be entirely acceptable to Conrail or its larger freight customers on the line. In addition, significant local opposition to the \$605-million project remains, with some residents seeing it as a bureaucratic effort by the State to impose an unwanted and unneeded service on the region.....For a time NJT was applying the Great Seal of the State of New Jersey below the cab windows of its locomotives.

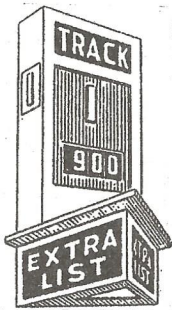
A State Historical Marker commemorating the Pennsylvania Railroad's Broad Street Station was dedicated at 15th & Market Streets on May 18. The marker was jointly sponsored by the Philadelphia Chapter of the PRR Technical & Historical Society, of which this writer is president, and the Pennsylvania Historical & Museum Commission.....The center-city Marriott Hotel is expanding across 12th Street to the Reading Terminal head-house. The 1893 building has been extensively upgraded to provide several floors of luxury suites and rooms, and opened last month. The railroad murals at the Convention Center level have been removed, but a new mural of Reading Camelback locomotive #343 has been placed at the concourse level of Market East Station.

Those three ex-Lackawanna coaches which operated for the past several seasons on the now-defunct Brandywine Scenic Railway have been sold to the Leatherstocking Chapter NRHS, for operation on its revived COOPERSTOWN & CHARLOTTE VALLEY RAILROAD in New York State. The coaches were spotted at Abrams yard near Norristown on May 20, headed north via CONRAIL.....The first three cars donated by Buckingham Valley Trolley Association to the Lackawanna Valley Heritage Authority arrived at their new home in Scranton on April 23. They are ex-Philadelphia & Western #46, Red Arrow center-door car #76 and P&W line car #401. The rest of the BVTA collection, now stored at SEPTA's Germantown depot, will follow.

Delaware River Port Authority plans public hearings on its proposal to raise PATCO fares by 45 percent over three years and bridge tolls by \$1 (see May Cinders).....On May 23 WILMINGTON & WESTERN officially dedicated its restored 0-6-0 #58 as the "Veterans Locomotive." The 1907 Baldwin, built originally for the Atlanta, Birmingham & Atlantic, will be W&W's main excursion engine for this season and probably next, while 4-4-0 #98 receives major repairs.....Work continues at Steamtown on rebuilding ex-PRR K4 #1361, with roll-out hoped for on Memorial Day 2000 (L&WV Chapter).

The average annual pay for Class I railroad employees was \$55,420 in 1998, according to Surface Transportation Board figures. The railroads' total bill for employee compensation was more than \$9.9 billion, with executives and officials averaging \$97,700, train & engine employees \$61,580, professional and administrative \$55,890 and transportation (other than T&E) \$50,000 (Railway Age).....Maryland's MARC commuter system will receive six new electric locomotives next year from Bombardier-Alstom, identical in design to the 15 high-speed units on order from AMTRAK. All will have the new nine-aspect cab signal equipment. Fifty-three bi-level coaches are coming from Kawasaki, with deliveries underway. Cost of the locomotives is \$40.9 million and the coaches \$89.8 million (Baltimore Chapter).

The Army has decided to discontinue all rail operations at the Aberdeen Proving Ground in Maryland, effective in October, and to dispose of all of the base's rolling stock.....The ranks of pre-merger paint schemes on CSX locomotives are rapidly shrinking, with fewer than 70 units out of the total CSX fleet of 2,821 still in Chessie, Seaboard or other obsolete schemes at the end of 1998 (Bull Sheet).....NORFOLK SOUTHERN appears to be on the way to resolving a difficult question that arose during its takeover of CONRAIL. It has begun installing chemical toilets in some locomotives to replace the existing "baggie" system. Conrail train crews have sometimes refused to operate NS locomotives without toilets, and Pennsylvania has a regulation against dumping untreated waste.



JUNE 12, 1999: First regular train on Cape May Seashore Lines into Cape May, NJ, leaves County Fairgrounds off Route 657, Cape May Court House, at 10 AM. Fare: \$8 per person. For information, telephone 609-884-CMSL.

JUNE 12: Mixed train photo special on Wilmington & Western Railroad, using 0-6-0 #58, leaves Greenbank station, Marshallton, DE, at 8 AM. Many photo runbys planned, as well as night photo session. Trip limited to 70 passengers. Fares: \$55 adults, \$49 children, night photo session \$15. For information, telephone 410-277-4443.

JUNE 17-20: Penn State 1999 Railroad Heritage Conference at Altoona, PA, will feature railroads in art, music and literature. Tours include Conrail Juniata locomotive shop, Samuel Rea car shop, Altoona Railroaders Memorial Museum and a rail excursion. Tuition for the conference: \$440 per person, which includes meals and double-occupancy lodging. For information, write Penn State Altoona Continuing Education and Training, 3000 Ivyside Park, Altoona, PA 16601-3760. Telephone: 814-949-5048 (E-mail: wgc2@psu.edu).

JUNE 19: "Open Trolley Rollout and Community Day" at Rockhill Trolley Museum, Rockhill Furnace, PA. Highlights of the day begin at 11:00 AM with rollout ceremony complete with speakers and dignitaries, afternoon parade of trolleys, free ice cream to every ticketholder, photo opportunities, trolley rides. For complete information, telephone Rockhill Trolley Museum at 814-447-9576.

JUNE 19-20: Amtrak's 5th annual Keystone Rail Days on Philadelphia-Harrisburg line, with numerous special events and displays to be featured. On these days, adults can travel round-trip between any Keystone Service cities on the Harrisburg line for the one-way fare (children 15 or under for quarter fare). For information, telephone 800-USA-RAIL or visit website at www.northeast.amtrak.com.

JUNE 20: 21st annual Canal Festival at Hugh Moore Historical Park, Easton, PA, sponsored by National Canal Museum. Hours: 11 AM-6 PM. Events include rides on mule-drawn canal boat, tour of restored locktender's house, musical entertainments, arts & crafts, pony rides, living history encampment. A wide variety of foods will be on sale. Admission: \$5 per automobile, with free parking; special shuttle bus will operate between the Festival and Two Rivers Landing in downtown Easton. For information, telephone 610-559-6613.

JUNE 20: Diesel-powered "Father's Day Express" on West Chester Railroad, from West Chester to Glen Mills, PA and return. Trains leave Market Street station, West Chester, at 11 AM, 1 and 3 PM. Fares: \$9 adults (\$5 for fathers), \$6 children (2-12). For information and reservations, telephone 610-430-2233.

JUNE 21-26: Joint NRHS-R&LHS national convention at Sacramento, CA, co-sponsored by Central Coast Chapter in connection with Railfair '99 at California State Railroad Museum. Numerous rail excursions, seminars, annual banquet and other events are scheduled (see March Cinders). For information, write: NRHS/R&LHS National Convention, P. O. Box 8269, San Jose, CA 95155-8269 (FAX 408-225-4288). For availability of individual trips or other information, telephone 408-278-5100.

JUNE 26: Moonlight Special "Strawberry Dessert Train" on Reading & Northern Railroad from Temple to Hamburg, PA and return, sponsored by Reading Company Technical & Historical Society. Train leaves Temple station at 6:30 PM. During stopover at Leesport, passengers will be treated to strawberry shortcake and ice cream. Fares (in advance): \$11 adults, \$6 children (4-12), \$32 for family of two adults and two children. Fares on day of trip: \$12 adults, \$7 children. Order tickets from: RCT&HS Passenger Operations, P. O. Box 15143, Reading, PA 19612-5143, making checks payable to "RCT&HS" and enclosing stamped, self-addressed envelope. For further information, telephone Jay Zimmerman at 727-336-4168.

JUNE 27: Display of classic automobiles, trucks and buses dating from 1920's through 1960's, together with vintage railroad equipment, at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD. Regular admission charges apply. For information, telephone 410-752-2490.

JULY 2-4: Reading Railroad Days at Railroad Museum of Pennsylvania, Strasburg, sponsored by the museum and the Reading Company Technical & Historical Society. Hours: Friday and Saturday 9 AM-7 PM, Sunday 11 AM-5 PM. Featured will be oral history presentations, souvenir sales, tours of Reading equipment and a huge operating model railroad. Regular admission charges apply. For information, telephone 717-687-8628 (E-mail: frm@redrose.net).

JULY 3-5: Annual convention of Electric Railroaders' Association in Philadelphia, featuring tour of SEPTA's former Red Arrow lines on Saturday (\$35), City Division trolley tour on Sunday aboard Peter Witt #8534 and possible PCC car (\$35), plus evening banquet (\$38), and Monday excursions on Market-Frankford Line using both old Budd-built cars and train of new ADtranz equipment (\$38). Convention headquarters will be at Crowne Plaza Hotel, 18th & Market Streets, Philadelphia. Price of full convention trip and banquet package: \$130 per person. ERA membership not required for these events. For tickets and information, write: Electric Railroaders' Association, P. O. Box 3323, New York, NY 10163-3323, making checks payable to "E.R.A." and enclosing stamped, self-addressed envelope.

JULY 5: Double-headed steam excursion using Steamtown equipment from Scranton to Analomink, PA and return over former Lackawanna Railroad mainline, sponsored by National Park Service and Carstens Publications to mark the 25th anniversary of Railfan & Railroad Magazine. Classic diesels will be used on the return trip. Train departs Steamtown at 8:30 AM, returns about 5 PM. Box lunches will be sold on board. Fare: \$59.95 adults, \$39.95 children (under 12). Order tickets from: Steamtown, 150 South Washington Avenue, Scranton, PA 18503-2079. Credit card orders are accepted by telephone at 717-340-5204.

JULY 17: Moonlight Special "Great American Picnic Dinner Train" on Reading & Northern Railroad from Temple to Hamburg, PA and return, sponsored by Reading Company Technical & Historical Society. Train leaves Temple station at 5:30 PM. Food and music will be provided. Fares: \$19 adults, \$14 children (4-12). Order tickets from: RCT&HS Passenger Operations, P. O. Box 15143, Reading, PA 19612-5143, making checks payable to "RCT&HS" and enclosing stamped, self-addressed envelope.

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EXTRA LIST (Continued from Page 8)

JULY 17-18: Railroad Days '99 at Black River & Western Railroad, Ringoes, NJ. Train rides, food, displays of rail equipment, antique autos and fire trucks will be featured. Free admission and parking. For information, telephone 908-782-6622.

JULY 18-24: First session of RailCamp 1999, training course in railway preservation and restoration for high-school age youngsters, at Scranton, PA, co-sponsored by NRHS, National Park Service and University of Scranton. Tuition is \$495 per person, but Philadelphia Chapter has offered to underwrite the cost of one student. Class is limited to 24 students. A colorful brochure is available. For information, contact: NRHS, P. O. Box 58547, Philadelphia, PA 19102-8547 or telephone 215-557-6606 (E-mail: NRHS@compuserve.com).

JULY 21-25: Thomas the Tank Engine will make a return visit to the B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, 9 AM-5 PM each day. Included will be rides behind Thomas, films and family activities. Train will run every half-hour 9:30 AM-4 PM. For ticket information, telephone the museum at 410-752-2388 (E-mail: info@borail.org) or check web site: www.borail.org.

JULY 24: 4th annual SEPTA trolley excursion sponsored by West Jersey Chapter NRHS. Peter Witt car #8534 and PCC car will leave Elmwood depot, Elmwood & Island Avenues, Philadelphia, at 10 AM, returning about 3 PM. Itinerary includes subway-surface tunnel as well as diversion route and parts of Route 15 and 23 trackage. Fares: \$25 per person. Order tickets from: West Jersey Chapter NRHS, c/o Bill Sweeney, 20 Webster Avenue, Cherry Hill, NJ 08002-3729, making checks payable to "West Jersey NRHS" and enclosing stamped, self-addressed envelope. For information, telephone Bill Sweeney at 609-427-9327.

JULY 24: 8th annual "Rail to the Fair" Amtrak special train from Philadelphia and Wilmington to Delaware State Fair at Harrington, DE and return, sponsored by Delaware Transit Corp. and DelDOT. An additional mileage trip from Harrington to Laurel, DE and return will also be offered. For information, contact Doug Andrews at DTC (telephone 302-577-3278, extension 3541).

JULY 24: Public canal boat rides on restored section of Lehigh Canal, Easton, PA, sponsored by Hugh Moore Historical Park & Museums, using Josiah White II canal boat. Trip begins at 6 PM. Fare: \$29.50 per person, including dinner and musical entertainment. For reservations, telephone 610-515-8000.

JULY 25: "Historic Germantown by Trolley" tour along SEPTA Route 23 trackage using PCC car, sponsored by Chestnut Hill Community Association, Foundation of Architecture and Philadelphia's Historic Northwest Coalition. Group will assemble at SEPTA Chestnut Hill loop, Germantown Avenue & Bethlehem Pike, Philadelphia, at 1 PM for walking tour of Chestnut Hill, then narrated trolley ride on Germantown Avenue to view architectural landmarks. After another walk in Germantown and light refreshments at Ebenezer Maxwell mansion, group will return to Chestnut Hill by 4 PM. Fare: \$15 per person. Pre-registration required by writing: Foundation for Architecture, 1737 Chestnut Street, 2nd Floor, Philadelphia, PA 19103-4101 (telephone 215-569-3187). In case of rain, the walking tours will be cancelled and trolley will operate over Route 23 trackage to center city.

JULY 25-31: Second session of RailCamp 1999 at Scranton, PA. See July 18-24 item above for details.

"Graybeards" Review Lubin Films

Seven "graybeards" of the Philadelphia-area railroad and traction history field met at Jim Brazel's home on April 17 to view a selection of four Lubin and Betzwood Film Company films made between 1904 and 1920. Ron DeGraw, Sam Etris, Frank Kozempel, Carl Landeck, Rich Magee, Frank Tatnall and Ted Xaras (representing the three area NRHS and PRRT&HS chapters) watched "Lubin's Great Train Robbery" and "Bold Bank Robbery", both made in or near Philadelphia in 1904. "Lubin's Great Train Robbery", a scene-for-scene copy of Edison's pioneering film photographed on the Lackawanna in 1903, showed remarkably clear scenes of a numbered P&R 4-4-0 Camelback watering at a tank, and passenger cars on an (as yet) unidentified Philadelphia-area branch of the Reading.

After repeated runbys, it was concluded that "Bold Bank Robbery" contains a Camelback locomotive departure scene shot on the platform of the Philadelphia & Reading old Wayne Junction station and a trolley scene, probably on Germantown Avenue. Another film, "Juan and Juanita," was originally thought to have been taken in 1912 on the PRR's West Jersey & Seashore near Mays Landing; but the "experts" dispelled that myth, however, allowing for the possibility of another New Jersey locale. The day concluded with a Betzwood Film Company Toonerville Trolley film, "The Skipper's Narrow Escape," shot on the Phoenixville, Valley Forge & Strafford Railroad in 1920 with striking scenes on the now-vanished Valley Creek trestle.

The experts will meet again to view more Lubin and Betzwood films for interest to Philadelphia area rail history. It is hoped that the next meeting will feature Professor Joseph Eckhardt of Montgomery County Community College, founder of the annual Betzwood Film Festival at MCCC and author of The King of the Movies, the 1998 biography of Siegmund Lubin (Farleigh Dickinson University Press). Discussion topics will include the possibility of identifying more vintage Philadelphia-area films containing authentic railroad, traction and related scenes; possibilities for Chapter sponsorship of their acquisition for the MCCC Betzwood Film Archive, viewings at our meetings and eventually, a compendium "film" in state-of-the-art enhanced format containing the best of these scenes accompanied by the results of the experts' and Professor Eckhardt's research efforts.

CSX, NS Take Over; "New" Conrail Survives

Day One is here! After more than two years of preparation, CSX and Norfolk Southern actually will begin operating most of the Conrail system on Tuesday, June 1. The takeover will be preceded by a shutdown of Conrail's computer centers for a 15-hour period from 4 PM on Monday, May 31 to 7 AM on the 1st, although some trains--including Amtrak's--will continue to run during this normally light-volume holiday weekend.

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Consolidated Rail Corporation

While CSX and NS issued new operating timetables, Conrail issued its own employees' timetable #1, effective June 1, bearing the familiar wheels-on-rails emblem and the legend "Beginning a New Tradition Safely." The South Jersey District will comprise the following principal routes:

Morrisville Line - "Morris" to "CP-MA" in Morrisville (4.7 miles)
 Delair Branch - "CP-Park" Philadelphia to "CP-Hatch" Delair (8.6 miles)
 Beesley's Point Secondary - "CP-Brown" Camden to Palermo (57.2 miles)
 Bordertown Secondary - Camden yard to "Port" Trenton (33.3 miles)
 Chester Secondary - Eastwick Philadelphia to Lester (2.7 miles)
 Penns Grove Secondary - Woodbury to Deepwater (21.2 miles)
 Vineland Secondary - Camden yard to "Landis" Vineland (34 miles)

In addition, South Jersey District will operate Pavonia yard in Camden and a number of other lines, including the Bustleton and Richmond industrial tracks in Philadelphia, the Chester industrial track to Marcus Hook and in New Jersey the Beesley's Point, Grenloch, Deepwater Point, Pennsauken, Millville, Robbinsville and Vineland industrial tracks and the Salem running track to Swedesboro. All of these will be controlled by the South Jersey dispatcher at Mount Laurel, although Conrail trains will in certain cases operate over Amtrak and SEPTA lines under control of those respective dispatchers.

Reportedly, 111 former CR locomotives will be assigned to the North Jersey and South Jersey Districts, to be maintained at Pavonia shop in Camden. They are mostly B23-7's, GP15-1's, GP38's, GP38-2's and SW1001's, but also all 11 of the ex-Erie Lackawanna SD45-2's. They are to remain in Conrail blue paint, at least for the time being.

In this area, Norfolk Southern's new Harrisburg Division, based near Harrisburg, PA, will operate most of the former Conrail mainlines, including the Pittsburgh, Harrisburg, Morrisville, Reading and Lehigh Lines. By the end of May, a total of 378 Conrail locomotives had been renumbered for NS, out of more than 900 units which will be renumbered. CSX had not begun any locomotive renumberings. Many of the new NS General Electric-built units are being equipped with Conrail-style cab signals as well as locomotive speed limiter devices for operation on Amtrak mainlines. NS Chairman David R. Goode reportedly plans to visit several Pennsylvania facilities on June 1, including the Juniata shop at Altoona where a ceremonial NS flag-raising will occur during a meeting with former Conrail--now NS--employees.

On the CSX side, its new Albany Service Lane based at Selkirk, NY will dispatch the Conrail River Line between Selkirk and North Jersey, and the Trenton Line between Port Reading Junction, NJ and Philadelphia, including the High Line and the joint track into South Philadelphia where both CSX and NS will build new terminal facilities. CSX will also operate Lansdale yard, though NS inherits a part of the Stony Creek branch linking Lansdale with Abrams yard near Norristown. Therefore, CSX may resume freight operations over SEPTA's Mainline out of Philadelphia.

It is understood that both railroads will abandon Conrail's system of four-letter train symbols and adopt their own three-digit symbols. As has been previously noted, Conrail, as a jointly-controlled subsidiary of CSX and NS, will continue to own the entire railroad but lease out the NS-operated properties through a subsidiary known as Pennsylvania Lines LLC (PRR), and the CSX properties through New York Central Lines LLC (NYC).

Conrail ran its very last Office Car Special on May 19 from Philadelphia to Washington and return via Amtrak's Northeast Corridor, with E8 #4020 and cars 4, 5 and 10. The trip allowed CR officials to accept a second-place medal in the annual Harriman Memorial Safety competition. The OCS equipment officially had been divided between CSX and NS on May 14. Meanwhile, work continued on several fronts to integrate Conrail operations into those of its new parents. A number of key connections have already been completed, but the clearance project in the Musconetcong tunnel on the Lehigh Line at Pattenburg, NJ is still underway to allow passage of double-stack container trains. This project is set for completion in August 1999, when several trains now operating via the Morrisville Line and CSX Trenton Line will be rerouted. Canadian Pacific has obtained overhead

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CSX, NS Take Over; "New" Conrail Survives (Continued from Page 10)

trackage rights on NS's Harrisburg Line between Harrisburg and Reading, which will result in the diversion of certain trains over the newly-rebuilt Wilkes-Barre-Sunbury (PA) line and away from the congestion at Allentown yard.

While many freight shippers and government agencies have expressed concern over possible confusion and delays following Day One, both CSX and NS have gone to great lengths to minimize any problems and postponed the takeover for several months. One potential source of grief is the reluctance of some customers to change their shipping procedures to recognize the new routings. While freight contracts will be extended for six months before the parties must renew, cancel or renegotiate them, shippers on Day One must immediately place new routings on their documents and eliminate Conrail as a carrier of record. This is because the Shared Assets group is merely a contractor for its parent railroads.

It will be most interesting to see how this vast transition will play out over the next several months. A decade ago, Conrail was fighting to maintain its independence with the cry of "Let Conrail be Conrail!" At the end of its 23-year life as the major rail carrier in the Northeast its slogan became "Ending an Era and Moving Ahead with Pride and Integrity." We all suffered with Conrail during its evolution from a weebegone cluster of bankrupt railroads through its long rebuilding phase to relative prosperity and respect. Its ultimate vindication was the 1997 sale to CSX and NS for a price five times higher than the U.S. government had received for the railroad just a decade earlier. Conrail's short lifespan established one fact: removing the heavy burden of regulation, and establishing a more even-handed competitive environment, restored the railroad as a viable part of the nation's transportation system.

UPDATED RADIO FREQUENCIES

(from Conrail Employees' Timetable #1, effective June 1, 1999)

AAR Ch.	FREQUENCY	DESIGNATION
8	160.230	CSXT South & Road
9	160.245	Oak Island Hump
14	160.320	CSXT North & Yard
16	160.350	SEPTA South
22	160.410	NS
28	160.530	CSXT Yard & GTW (Detroit)
31	160.575	Little Ferry Yard
32	160.590	D&H Yard & GTW Detroit
35	160.6	CSXT Detroit
42	160.740	PARSEC (North Jersey terminal)
46	160.800	Transportation Ch. 1
50	160.860	Transportation Ch. 3
54	160.920	AMTRAK Road
56	160.950	NJT Atlantic City Line
58	160.980	Transportation Ch.4
62	161.040	CSXT Jitney BL
63	161.055	Philadelphia Jitney
64	161.070	Transportation Ch. 2
66	161.100	CSXT AV (Dispatcher)
74	161.220	GTW Trenton (Detroit)
75	161.235	NJT Newark
78	161.280	METRO NORTH
81	161.325	Detroit Jitney
84	161.370	CSXT Dispatcher—Detroit
86	161.400	NJT Hoboken
88	161.430	North Jersey Jitney
90	161.460	SEPTA North
94	161.520	D&H Dispatcher

Update of Shortline/Regional Railroad Rosters

The following changes and additions should be made to the motive power rosters published in recent issues of Cinders:

<u>BELVIDERE & DELAWARE RIVER RAILWAY (BDRV), Milford, NJ</u>						
Add	8142	B-B	SW1200RS	D/E	GMD	1959 Former Canadian Pacific 8142
Add	8159	B-B	SW1200RS	D/E	GMD	1960 Former CP 8159
<u>DELAWARE-LACKAWANNA RAILROAD (DL), Scranton, PA</u>						
Add	334	B-B	C430	D/E	Alco	1967 Former Indiana Hi-Rail 334
<u>GETTYSBURG RAILWAY (GBRY), Gettysburg, PA</u>						
Change	106	B-B	GP7	D/E	EMD	1951 Former Ohio Central 1606 (note correct model)
<u>NEW YORK, SUSQUEHANNA & WESTERN RAILWAY (NYSW), Ridgefield Park, NJ</u>						
Delete	116	NW2	Leased to Cooperstown & Charlotte Valley			
Add	3636	C-C	F45	D/E	EMD	1971 Returned from Toledo, Peoria & Western
<u>PENN-JERSEY RAIL LINES (PJRL), Morrisville, PA</u>						
Add	116	B-B	S12	D/E	BLH	1953 Former Michigan Limestone 116

ABBREVIATIONS

D/E - Diesel-electric

Alco - American Locomotive Company/Alco Products, Inc.

BLH - Baldwin-Lima-Hamilton Corp.

EMD - Electro-Motive Division, General Motors Corp.

GMD - General Motors Diesel, Ltd. (Canada)

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
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