

CONRAIL

MARCH 1999



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Volume 60

Newsletter of the Number 3

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

Delay in Splitting Conrail Has Its Costs

When Norfolk Southern and CSX announced in January that they had postponed their takeover of Conrail until June 1, it produced both sighs of relief and groans of anxiety. On the one hand, the extra three months gives them more time to wrap up the necessary labor agreements, to hone their operating strategies and to work out the bugs in their computer systems. On the other hand, a certain malaise has settled over some of the Conrail headquarters staff as the waiting period drags on.

The joint announcement released by CSX and NS read, in part: "With the necessary customer service planning, capital improvement projects, employee training and labor implementing agreements now largely complete, and with computer systems integration testing under way, the June 1 date provides ample time for ensuring that post-closing operations are seamless for rail customers and safe for employees and the communities the railroads serve."



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Nonetheless, the delay will be expensive for both roads, because the interest charges on the billions of dollars they borrowed to complete the purchase of Conrail continue to run in the neighborhood of \$1 million a day. But, as one Wall Street analyst pointed out, any repeat of the disaster that befell customers after Union Pacific's botched takeover of Southern Pacific would have "devastating ramifications for the whole industry." CSX and NS are eager to avoid that scenario at all costs.

Meanwhile, many of Conrail's surviving management personnel feel that they have been assigned little more than a "caretaker" role. A number of them were offered positions with either CSX or NS but declined because they did not want to relocate, or they were dissatisfied with the jobs offered. Although they may have prospective employment elsewhere, these short-timers cannot leave before Day One on pain of losing their very generous severance benefits.

Many other middle managers who will be taking jobs with CSX or NS have been ordered to stay on in Philadelphia until the split date. Last month, *Traffic World* Magazine reported that some customers are complaining that these "employees between jobs" are no longer responsive to requests for competitive freight rates. One manager admitted that "when all your top management is gone, and your lower management is reading about the culture of the new corporation he's going to work for, there's going to be a vacuum." But George Turner, a longtime Conrail officer who is now senior vice president-merger consolidation, declared that his staff has full pricing authority for current business. "That's why we've retained the people that we have here in the Marketing Department," Turner said.

In the field, most transportation-related personnel, both hourly and supervisory, have been offered jobs by the new owners. But there is some concern that Conrail's high-profile safety campaign is no longer receiving the same attention as in the past. Not a single employee died on the job in 1998, but four deaths in train accidents in January 1999 alone led the United Transportation Union to demand a Federal investigation of Conrail operating practices.

Still, Conrail is drawing praise for its many accomplishments during its 23-year existence, which began among widespread pessimism that the railroad would never become profitable. *Trains Magazine*, in its January issue, even ran a series of articles on the evolution of Conrail, under the general title of "Mission Accomplished." In an interesting reminiscence, Chapter Historian and former Conrail Official Larry DeYoung points out that the Staggers Rail Act of 1980, which gave the railroads substantial economic deregulation, went a long way toward helping Conrail recover from the legacy of its six bankrupt predecessors.

But, writes DeYoung, the man most responsible for turning Conrail around was L. Stanley Crane, who took over as chairman and CEO in 1981 and transformed the railroad from a money-losing ward of the Federal government into a profitable private-sector company. In fact, Conrail common stock that went on the market at \$28 per share in 1987 was worth \$230 per share (taking into account a two-for-one split) when purchased by CSX and NS in 1997, more than an 800-percent appreciation! That's why a railroad that was sold by the government for \$1.8 billion had ballooned in value to \$10.2 billion just ten years later.

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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, MARCH 19, 1999

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 6 PM)

Our March 19, 1999 program will feature a narrated slide lecture by Chapter Member J. William Vigrass entitled "Toronto and Surrounding Ontario in the 1950's", a look back at some interesting times in this large Canadian province. Bill's shows from this era always include many nostalgic slides, and this one promises to repeat past performances.

The evening begins 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, MARCH 16, 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. Please call BILL GARDINER to make this reservation.

Our meeting on Friday, April 16, 1999 will feature Chapter Member Harold Geissenheimer presenting a narrated slide lecture entitled "Light Rail Update," with special emphasis on station design. Looking ahead to May 21, Mr. Edward E. Sammier will present a narrated slide lecture on the Pennsylvania-Reading Seashore Lines. Please mark your calendars for these two future programs.

Brochures Issued for 1999 NRHS Convention

Brochures and order forms for the 1999 NRHS convention in Sacramento, CA have been mailed to all members who pre-registered for the convention. The "Rails to the Golden State" convention will be held June 21-26, co-sponsored by the Central Coast Chapter NRHS and the Railway & Locomotive Historical Society as an official part of a three-year sesquicentennial celebration for the State of California.

Among the major convention events are:

- Excursion via Union Pacific-BNSF through Franklin Canyon to Richmond, CA and return
- Steam excursion via UP (ex-Western Pacific) line through Feather River Canyon to Keddie, CA and return
- High-speed steam trip via UP to Tehama, CA and return
- Amtrak special to Oakland, CA and return, going via Stockton, Altamont Pass and Niles Canyon, returning via former Southern Pacific mainline through Martinez.
- Steam excursions on McCloud Railway and Yolo Shortline
- Visit to Western Railway Museum at Rio Vista, CA for traction fans
- Annual banquet, seminars, members meeting and railroadians show, plus night photo session
- "Railfair'99" at California State Railroad Museum in Old Sacramento, similar to fairs staged in 1981 and 1991

Union Pacific has announced that both of its famed steam locomotives, #844 and #3985, will attend the celebration.

Convention headquarters will be at the Holiday Inn Capitol Plaza in downtown Sacramento. Members planning to attend are urged to send in their orders promptly for excursions and other events, as well as for hotel space which will be at a premium. Convention hotel space can be reserved only by using the order form furnished with the convention brochure.

The address is: NRHS/R&LHS National Convention, P. O. Box 8289, San Jose, CA 95155-8289. The FAX number is: 408-225-4288.

Members who did not pre-register prior to the January 31 cutoff date may receive a convention brochure and order form package by sending the full \$25 registration fee to the above address. It is expected that a sizeable number of Philadelphia Chapter members will attend this spectacular convention.

PHILADELPHIA

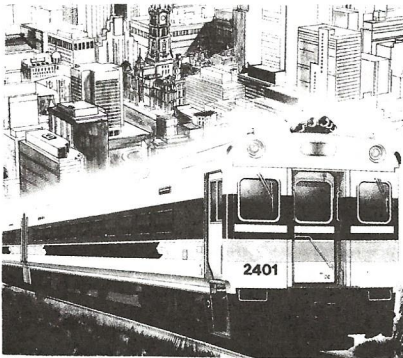
EXPRESS



FRANK G. TATNALL, JR.

The \$4-million restoration of historic Overbrook station, on SEPTA's R5 Paoli-Downingtown line, finally resumed in January and should be completed by the end of this year. Originally scheduled for completion last spring, the project fell victim to an inexperienced contractor who was forced to default on the job. A new contractor was given notice to proceed in December. Built by the Pennsylvania Railroad in 1858, the wood-frame station is the oldest surviving railroad building in the region. Funded in part by a Federal "enhancement" grant, the restoration will be as historically accurate as possible, although under the Americans with Disabilities Act it must be made fully accessible to disabled passengers.

A 49-year-old Philadelphia man was killed February 8 in a freak accident at SEPTA's Gwynedd Valley station. According to press reports the man was standing on the northbound platform as southbound R5 train #529 cleared the Plymouth Road crossing. The automatic gates rose and a PennDOT dump truck started across the tracks, but the gates dropped again as northbound train #548 approached. One of the crossarms hit the truck, breaking off a metal section which struck the man, knocking him into the path of the train. Apparently dazed, he was unable to get off the track as the engineer of the three-car train, made up of Silverliner IV's #406, 410 and 401, applied emergency braking. But it was too late. The victim was dragged about 20 feet by the slow-moving train which severed his legs, and he was dead on arrival at Abington Memorial Hospital. A food service worker at nearby Gwynedd Mercy College, he was a regular commuter on the R5 Lansdale-Doylestown line.



SEPTA still expects delivery this fall of its ten new push-pull coaches from Bombardier. Costing \$1.3 million each, the cars will be compatible with the present 35-car push-pull fleet, but will feature center doors. They will be numbered 2550-2559.The Railroad Division control center, now housed in a sub-basement of the Mellon Bank Center, is expected to relocate to SEPTA headquarters at 1234 Market Street later this year.....Parsons Brinckerhoff has been awarded the consultant contract for the Quakertown Rail Service Study, to evaluate the potential for passenger service on the ex-Reading Bethlehem and Stony Creek branches between Quakertown and Norristown. The study is sponsored by the Delaware Valley Regional Planning Commission, Bucks and Montgomery Counties.



The long-discussed Schuylkill Valley Metro project moved into high gear last month, as "open houses" for the public were held in Philadelphia, Upper Merion and Reading. The project even has its own logo (see left). With Uncle Sam already pledging \$75 million for SVM, the required MIS/DEIS (major investment study/draft environmental impact statement) is underway and should be completed by the end of this year. Urban Engineers of Philadelphia is the lead consultant for the study, which will recommend a preferred alternative for the congested Philadelphia-to-Reading corridor: a new light rail line, commuter rail using existing trackage, improvements to the present highway system or "do nothing."

Schuylkill Valley Metro (BARTA), have let it be known that their preference is for a 62-mile light rail line costing upwards of \$700 million. It would include street running in center city Philadelphia, operation over part of the abandoned City branch north of the Ben Franklin Parkway, Route 15 tracks past the Zoo and SEPTA's unused Ivy Ridge branch to Manayunk via the landmark Schuylkill River viaduct. From there, it would replace the present R6 service to Norristown and then generally follow CONRAIL's ex-Reading mainline to downtown Reading, with a diversion along an old Pennsy line through Oaks and Phoenixville. The SVM would have 28 stations and carry an estimated 30,000 daily riders, based on findings in a preliminary feasibility study completed last June. For those interested in more information, there is a toll-free telephone number at 877-METRO44 and a web site at www.svmmetro.com.

DaimlerChrysler, the international automotive and aerospace behemoth, has paid \$472 million to buy out ABB's 50-percent share of their joint venture ADtranz. This means that SEPTA's new M4 subway-elevated cars are being produced by the same company that builds Mercedes-Benz, Chrysler, Dodge, Plymouth and Jeep vehicles! DaimlerChrysler had 1998 revenues of \$148 billion (Bill Vigrass).....Last month SEPTA shipped back the first and second M4 married pairs (cars 1001-1004 and 1005-1008) to ADtranz at Elmira, NY for a retrofit.....With well over 100 of the M4's now on the property, your correspondent was not surprised by the results of a midday round-trip ride February 11 between 15th Street and 69th Street. Ten sets of new cars and only one set of old Budds were seen in operation.....The M4's have finally replaced the Budds on the cover of the Market-Frankford Line timetable.

Last month, SEPTA temporarily took over the parking lot shuttle operation at Philadelphia International Airport, after the previous contractor, Caravan Bus Company of New York, was fired for poor service.New route signs have appeared on SEPTA bus shelters along Walnut Street in center city, which show maps of each route (9, 12, 21, 42) and schedule information. If this pilot program is successful, the improved signage will be extended to other areas of the City.

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)

The annual Philadelphia Flower Show, scheduled for March 7-14 at the Pennsylvania Convention Center, gives SEPTA a new opportunity to promote its services and handle additional thousands of passengers..... Once again, Elmwood Operator Gary Mason has outfitted his Kawasaki trolley with festive decorations. This time it was car #9010 decked out for Valentine's Day, following up his scary Halloween car.....Rockhill Trolley Museum last year regauged former SEPTA PCC #2743 and ran it on the museum trackage at Rockhill Furnace, PA.Late last year Governor Ridge signed legislation to allow bicycle racks to be installed on the front end of buses, similar to the racks in widespread use on West Coast transit systems. SEPTA is working on a plan to begin such installations here.....Undaunted by the failure of previous efforts, the City is studying at least five separate proposals to extend transit service into Northeast Philadelphia.



Amtrak

AMTRAK got what it wanted in President Clinton's \$1.77-trillion Federal budget for Fiscal Year 2000, which begins this October 1. Amtrak asked for \$571 million in capital funding and that's the figure appearing in the budget document. If Congress actually appropriates the money, Amtrak said it could "realize its business plan goals of building a more modern national passenger rail system and achieving operating self-sufficiency by the end of FY 2002".....The 11-member AMTRAK Reform Council has elected former Federal Railroad Administrator Gil Carmichael of Mississippi as its chairman, replacing New Jersey Governor Christine Whitman who resigned. The Council is charged by law with evaluating Amtrak's performance and recommending cost and productivity improvements.

AMTRAK and Bombardier last month responded to reports that the new high-speed trains for the Northeast Corridor are too wide to allow the planned 6.5-degree tilt on curves. Bombardier, which is building 20 of the electrically-powered trainsets, said that it "is completely compliant with all performance specifications, including trip times," and Amtrak President George Warrington added that he was "confident that Bombardier will deliver 150-mph equipment that meets all our travel time goals as specified in our contract" (Fast Mail).....AMTRAK has equipped AEM-7 locomotive #908 with an automatic quick-drop pantograph on the front end, designed to reduce the incidents of damaged pantographs snagging the overhead catenary (Extra 2200 South).

An eight-page article by David Palmer in the March issue of Trains is entitled "Zoo Tower in twilight," describing in detail the operations of AMTRAK's famed ex-Pennsy tower in West Philadelphia. Only 97 of its 227 levers are still in service, after removal of several switches over the years and the 1998 cut-in of "Mantua" and "Girard" interlockings which allow much of "Zoo's" territory to be remotely controlled by the CETC 6 dispatcher.A little-known oddity is the fact that, while there are four separate railroad lines between "Zoo" tower and the 30th Street Station area, their timetable directions vary widely. The direction of operation on SEPTA's Mainline from "Zoo" to 30th Street is "northward," while AMTRAK's 36th Street Connection runs "eastward," the River Line is "southward" and CONRAIL's Harrisburg Line traverses the High Line in an "eastward" direction.

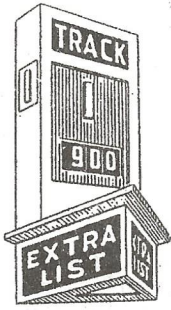
AMTRAK is in a nasty dispute with Gryphon Ventures, Inc., which runs the coffee shop in Wayne station and until recently operated another shop in Bryn Mawr station. In letters published in the Suburban & Wayne Times, Gryphon's owner claims that Amtrak reneged on a promised lease at the two stations, which are owned by Amtrak but used by SEPTA.....AMTRAK last month placed ads in the Daily Local News of West Chester headlined "Amtrak. The cure for cabin fever." For the first time the ads promote travel between Paoli/Downingtown and Chicago for a one-way coach fare of \$72, with a companion traveling free. The fare applies on either the Pennsylvanian or Three Rivers (Paul Kutta).....AMTRAK reportedly is using two of the four F40's assigned to Philadelphia for the once-a-week ballast train from Glen Mills quarry, via SEPTA's West Chester Line.....The Borough of Elizabethtown has applied for a \$2-million Federal grant to restore and reopen its ex-Pennsy stone station building. The Borough had previously agreed to lease the 1915-vintage station from AMTRAK for \$1 per year in return for maintaining the property (Harrisburg Chapter).



CONRAIL's Dale secondary track (the former Pennsy Trenton Cut-Off) has been relocated onto the ex-Reading Chester Valley branch right-of-way at King of Prussia, to allow for replacement of a bridge over the Schuylkill Expressway. This is part of the massive PennDOT project to rebuild Route 202 and reroute eastbound Route 422 traffic in the area.....For the second year in a row, CONRAIL says that it had a perfect record in handling United Parcel Service shipments during the busy 1998 Christmas season. The railroad reports that during the one-month period it moved 23,000 UPS trailer-loads on 700 trains with no reported delays.

In January, CONRAIL began to demolish the long-abandoned brick powerhouse at Westville, NJ, built in 1906 to supply DC power to the new West Jersey & Seashore electrification to Atlantic City. Frank Kozempel of West Jersey Chapter is quoted in the Camden Courier-Post article on the demolition (Bill Vigrass).....Several newsletters have reported that CANADIAN PACIFIC (D&H) trains 555 and 556 between Montreal and Philadelphia would be rerouted in January via Wilkes-Barre, Sunbury and Harrisburg, utilizing new Harrisburg-Reading trackage rights over CONRAIL. But on February 3 this writer spotted train 556 on the old route departing Allentown, with two of the customary red SD40-2's.....Britain's English Welsh & Scottish Railway, owned by WISCONSIN CENTRAL, is purchasing new locomotives from General Motors at London (Ontario). They are moving through Philadelphia via CP-CSX on their way to shipside at Norfolk, VA (Leatherstocking Chapter).....CONRAIL is handling more than 50 General Electric diesels shipped under tarps from Erie, PA to Penn Terminals at Chester. The units are consigned to Brazil (Jim Eisenhart).

NJ TRANSIT has delayed the award of that \$615-million contract to design, build, operate and maintain the proposed Camden-Trenton light rail line (see January Cinders). The "DBOM" contract was to go to a partnership headed by Bechtel Corp., but the Federal Railroad Administration has asked NJT for a "risk analysis" of the line, which would share trackage with CONRAIL freight trains operating on the Bordentown secondary track (Bill Vigrass).....NJT has been running radio spots touting its trains as the perfect "off-road vehicle" to reach Atlantic City.....Philadelphia Trolley Coalition, 616 Carpenter Street, Philadelphia 19147, is selling a



MARCH 6, 1999: Railroadiana auction at Ridge Fire Company Blue Room, Route 23, between Routes 724 and 100, west of Phoenixville, PA. Conducted by Auctioneer Ted Maurer, the auction begins at 10 AM, with inspection preview Friday 7-9 PM and Saturday morning, 8-10 AM. For information, telephone 610-323-1573.

MARCH 6-7, 1999: Greenberg's Great Train & Collectible Toy Show at South Jersey Expo Center, Route 73, Pennsauken, NJ, 11 AM-5 PM Saturday and 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 children (ages 6-12), with admission good both days. Philadelphia Chapter will be represented at this show with a table.

MARCH 7: 13th annual Railroad Show & Collectors Market at Zembo Temple, 3rd & Division Streets, Harrisburg, PA, 9 AM-3 PM, sponsored by Harrisburg Chapter NRHS. Show features sales of railroadiana and model railroad items, railroad movies, operating "G"-gauge model railroad, raffles, door prizes, food. Admission: \$3 per person (children under 12 free).

MARCH 7: Annual Train Show & Sale at Mother Seton Regional High School, Clark, NJ (Garden State Parkway Exit 115), 9 AM-3:30 PM, sponsored by Jersey Central Chapter NRHS. Railroadiana, model trains, books for sale, plus circus train display, raffle and door prizes. Admission: \$4 per person, maximum \$8 per family. For information, write: Mitchell Dakelman, 334 South 3rd Avenue, Highland Park, NJ 08904-2515.

MARCH 7: "Trackless Trolley Ramble" over three Frankford-based SEPTA trackless routes, benefiting Seashore Trolley Museum's Nearside car restoration fund. AM General coach leaves Frankford depot, Frankford & Bridge Streets, at 10 AM, returning about 3 PM. Fare: \$25 per person. Order tickets from: Harry Donahue, 1901-A Stonegate Lane, Stanhope, NJ 07874, making checks payable to "Harry Donahue" and enclosing stamped, self-addressed envelope. For information, telephone Matthew Nawn at 610-789-5624.

MARCH 18: "Cinema Images of the Coal Miners' Struggle," presentation by Dr. Philip Mosley of Penn State University, at National Canal Museum, Two Rivers Landing Auditorium, 30 Centre Square, Easton, PA, beginning at 7:30 PM. Admission free. Dr. Mosley will use scenes from documentary and feature films to show how film makers portrayed coal miners' lives. For information, telephone 610-559-6613.

MARCH 20: West Chester Railroad photographers' train featuring ex-Reading coaches painted Pennsylvania style, with Alco S2 locomotive on one end and RS18 on the other end, sponsored by Wilmington Chapter NRHS. Train leaves Market Street station, West Chester, at 12:30 PM, returning at 4 PM. Night photo session will also be held. Fare: \$30 per person. Order tickets from: Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860-1003. For information, telephone 973-383-3355 between 9 AM and 6 PM.

MARCH 20: 18th annual Canal History & Technology Symposium at William E. Simon Center of Lafayette College, Easton, PA, sponsored by National Canal Museum & Lafayette College. Registration begins at 8 AM, with first session at 9 AM. Among presentation topics are "The Lehigh Coal & Navigation Company's Mauch Chunk Railroad, the Back Track," "Evolution of the New York State Canal System" and "A Work of Art: A History of the Concocheque Creek Aqueduct." Registration fee: \$50 by March 10, \$55 after March 10. For non-attendees, copy of the proceedings may be ordered for \$10 (plus \$4.50 postage and handling, Pennsylvania residents adding \$1.35 sales tax). Checks should be made payable to National Canal Museum, 30 Centre Square, Easton, PA 18042-7743 (telephone 610-559-6613).

MARCH 27-28: "Easter Bunny Express" trains depart from Whippany Railway Museum, Route 10, Whippany, NJ, at 12 Noon, 1, 2, 3 and 4 PM for ten-mile round-trip over Morristown & Erie Railway. Fares: \$7 adults, children (under 12) \$4. For reservations (except Noon trips), write: Whippany Railway Museum, P. O. Box 16, Whippany, NJ 07981-0016, enclosing large stamped, self-addressed envelope. For information, telephone 973-887-8177.

APRIL 3: Repeat of "Easter Bunny Express" trips at Whippany Railway Museum, Whippany, NJ. For details, see March 27-28 item.

APRIL 10: 9th annual "Friends" Symposium at Drew University, Route 124, Madison, NJ, 9 AM-5 PM, sponsored by Friends of the New Jersey Railroad & Transportation Museum and United Railroad Historical Society. Seventeen illustrated presentations will focus on the statewide effort to create a New Jersey transportation heritage center and to preserve historic equipment, sites, structures and artifacts. Admission: \$35 per person, which includes lunch, morning and afternoon refreshments and a one-year membership in the Friends organization. Order tickets from: Capt. Bill McKelvey, 103 Dogwood Lane, Berkeley Heights, NJ 07922, enclosing stamped, self-addressed envelope. For information, telephone 908-464-9335.

APRIL 17: Spring outing on Long Island Rail Road's Montauk and Port Jefferson branches, sponsored by Long Island-Sunrise Trail Chapter, NRHS. Special train with unusual consist of vintage coaches, parlors, freight equipment and locomotives will be operated, with numerous photo stops. This may be the final excursion with this vintage equipment. Special train leaves Jamaica station 8:00 AM, returns 6:00 PM. Fares: adults \$60 coach, \$99 parlor, children under 10 deduct \$10 from these fares. Tickets include continental breakfast and box lunches -- please specify ham and cheese or turkey breast sandwich. Order tickets from: Long Island-Sunrise Trail Chapter NRHS, P. O. Box 507, Babylon, NY 11702-0507, making checks payable to "LIST-NRHS" and enclosing stamped, self-addressed envelope with your order.

APRIL 18: "Three-Generation" trolley excursion on SEPTA lines using Peter Witt #8534, PCC #2168 and Kawasaki LRV, for benefit of Rockhill Trolley Museum and Pennsylvania Trolley Museum. Cars leave Elmwood depot at 11 AM for trips through trolley subway and to 11th and 12th Streets in center city, returning about 4 PM. Fare: \$35 per person, including hoagie and soda lunch. Order tickets from: Harry Donahue, 1901-A Stonegate Lane, Stanhope, NJ 07874, making checks payable to "Harry Donahue" and enclosing stamped, self-addressed envelope. For information, telephone Matthew Nawn at 610-789-5624.

APRIL 24-25: All Aboard Days at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, featuring rides behind operating steam locomotives which will include the Tom Thumb replica, the Lafayette and Mason-built 4-4-0 #25, the latter recently rebuilt for appearance in the new movie "The Wild Wild West." Special tours and

(Continued on Page 8)



On February 11, Amtrak President George Warrington put into place a restructured management team to help make his vision of Amtrak's future a reality. Warrington's aims are to reach his goal of self-sufficiency by development high-speed rail corridors, growing commercial, commuter and state partnerships, improve the consistency and quality of Amtrak's services, revitalize its national brand and improve productivity and efficiencies at all levels.

Briefly, the new senior management team includes Arlene Friner, chief financial officer, David J. Carol, vice president-high speed rail development, Barbara J. Richardson, executive vice president, E. S. "Stan" Bagley, now permanent president, Northeast Corridor SBU, and Sandra J. Brown, vice president-government affairs. Also, a new Department of Procurement and Administration has been formed with a department head to be announced.

Gil Carmichael of Meridian, MS has been appointed chairman of the Amtrak Reform Council and Paul Weyrich has been reappointed vice chairman. Carmichael and Weyrich have both served as Amtrak directors and Carmichael is known as an advocate of rail passenger service. Wendall Cox, a principal in a consulting firm which, among other things, deals with transportation issues is another appointee. This council will be the one which may some day have to "pull the plug" by notifying Congress that, in its opinion, Amtrak will not be able to achieve self-sufficiency by 2002, as mandated. Carmichael stressed that the Council's role was positive and one of fact-finding and helping Amtrak reach self-sufficiency. Given the concerns which accompanied the appointment of an outspoken critic to the Council, Carmichael's statements of objectivity are reassuring.

Canadian National's bid to acquire the Illinois Central has received a commitment of support from Amtrak in return for the railroad's agreement for improved communication between the companies and CN/IC's goal to work at improving the on-time performance of Amtrak trains on their lines. These include the Illini, City of New Orleans, the Internationals and three Chicago-St. Louis round-trips.

The new National and Northeast timetables will not take effect until May 16, but Amtrak hopes to have copies at its various stations by April 17, in plenty of time for passengers to plan ahead. The May schedule change may well see the restoration of service between Oklahoma City and Fort Worth via BNSF, over the route of the old Lone Star. Proposed stops would be at Norman, Purcell, Pauls Valley, Ardmore, OK and Gainesville, TX.

Amtrak has opened a new Charlottesville, VA station constructed in the former Railway Express Agency building adjacent to the former Union Station (which will be redeveloped). While this old station served the Crescent, the new one, which is located at the CSX-NS crossing, will serve the Cardinal and bus traffic, too.

The U. S. Postal Service and Amtrak have teamed up to create the Celebrate the Century Express. The consist of this special train, which includes Genesis P42 #100, baggage car 1252 and Amcoach 21044, have been repainted to simulate a manila envelope, marked with large stamps and cancellation. The 21044, of course, was previously used to promote the Great American Station Foundation. Also included in the consist is retired Norfolk Southern steam boss Jim Bistline's Southern Railway 36, a short railroad-roof railway post office, rebuilt and repainted in Pullman green (and assigned Amtrak number 800700). The train was scheduled to depart Washington on February 7, and begin its nationwide tour in Tampa, FL on February 12. It will end up back in Washington in November for a winter hiatus, and may be scheduled to tour the Northeastern United States (including our area) in the year 2000. Stay tuned.

President Clinton's FY 2000 budget includes \$571 million for Amtrak, which is the amount the railroad requested. The final budget, however, is months away, but it's a positive start. Amtrak itself, meanwhile, has made an initial commitment of \$25 million to the Midwest Regional Rail Initiative, a nine-state regional partnership radiating from Chicago. Among the highlights of this program are \$5 million for demonstration of modern technology and premium service in the year 2000 (which may include some foreign demonstration equipment sets), another \$5 million to reconstruct the former Nickel Plate Road connection near 74th Street on Chicago's South Side to permit faster service for the Illini and City of New Orleans, hopefully eliminating the time-consuming maneuvers over the St. Charles Air Line. Also, \$2 million will go toward restoring Amtrak facilities in Kansas City Union Station, currently undergoing a massive reconstruction, and \$2 million to build an intermodal station in St. Louis. Improvements to the Amtrak station in Milwaukee, WI would take some \$1 million and the remainder would be used to research station and route upgrades needed to begin high-speed rail service in the region, as well as some other infrastructure improvements.

In some motive power items on Amtrak, recent P40 repaints are the 807 and 820. The F40's leased to Canadian Atlantic Railway were a temporary measure, and are to be replaced by specially-modified units on a multi-year lease. The first of these units, equipped with a nose door and repainted in the lessee's livery, is the former Amtrak 380, now CA 450. The third cab-control unit for Pacific Northwest service is 90253, which was released from Beech Grove on January 25. The two remaining FL9's, #485 and 486, ventured out for a New York-Albany round-trip on Trains 48 and 49. Alas, the venerable machines are no longer trustworthy on third rail, and had to be towed out of the tunnel and lost other time enroute.

Amtrak has entertained plans to purchase a fleet of refrigerator cars and will begin a pilot program to operate a four-day transcontinental service for Sunkist Growers, Inc. Existing cars will be upgraded to

(Continued on Page 7)

ON THE SCENE (Continued from Page 6)

permit operation on passenger trains and will operate on the Southwest Chief/Pennsylvanian and Sunset Limited linking Los Angeles with Philadelphia and Jacksonville, respectively.

Amtrak still hopes to rebuild 12 Heritage diners at Beech Grove this year and we might expect to see the prototype by April. So far, I haven't been able to get the car number from Intercity, but 8512, long in storage at Hialeah, has turned up in Chicago for some major attention.

Two non-rebuilt Congo coaches, 7600 and 7605, remain in non-revenue service as rider cars on Train (mail) #13. The cars return from Washington to Springfield, deadheading on Train #148.

Bear shops has postponed production of Capstone 2001 upgraded Amfleet cars a bit while supply lines are filled. Meanwhile, some cars are being turned out as 84-seat versions of the updated Metroliner cars. Like the Metros, these cars are called Concept 2000 types and several have been completed for Amtrak West and now Intercity.

The 22nd crew dorm to be released by Beech Grove is the 2521-Pacific Cape. The car is the former 2891 and was released on January 24. While different starting dates have been mentioned, the fares for the 10-6 sleepers to be introduced on the Three Rivers have reportedly been entered into Amtrak's Arrow system, but at presstime, reservations agents were not quoting specific information. However, roomettes and bedrooms are understood to be quoted lower than Viewliner sleepers, in part because the Three Rivers does not offer free meals (there being no proper dining car).

The handling of railroad and privately-owned cars on Amtrak trains is still a major operation and all cars are assigned six-digit numbers beginning with "800". For example, Washington Chapter NRHS's sleeper-lounge Dover Harbor carries number 800073. Those who follow movements of such cars say that about 160 cars ran at various times during 1998 and perhaps another 25 cars last ran in 1997.

The Reno Fun Train began its 1999 season with two F40's (369, 353) and Amcafe 43015, Amcoaches 44023, 44275, 44183, ADA Amcoach 44618, Lounge 800350-Royal Gorge, ADA Amcoaches 44640 and 44649, Great dome-lounge 10030-Mountain Dome, ADA Amcoach 44635, Horizon coach 54504, Amcoaches 44218, 44206, Horizon coach 54505 and private car 800233-Tamalpais. Most of these cars are Amtrak West's "swing set", which spends its summers beefing up San Diegan service, such as the Del Mar Race Specials, then moving to the Pacific Northwest in the fall for Seattle Seahawk football specials and in the winter works the Reno turns.

As of February 1, Bear had these Amfleet I cars in for work, and one or more may emerge as the Capstone 2001 cars, as mentioned above. Amcafe 20049 has been in since July, 1998, shown as "stored", but coded as "in work". Amcoaches 21017, 21031 and 44249 were brought in December, 1998 for four-year overhauls, followed by 21056, 21204, 21283 and 44227 in January, 1999 for the same purpose. Amcoach 21093 has been in since July, 1998 for wreck repair, and 21241 was brought in February, 1999 for brakes. Custom Class cars 44932 and 44949 are shown as coming in January, 1999 for truck work, while 44951 is in at the same time for a four-year overhaul. The 44227 is an Amtrak West car.

Three Talgo sets are now in service in the Pacific Northwest. They are identified on the baggage and power cars by name, and the three sets are as follows:

Type Car	Mount Baker	Mount Rainier	Mount Hood
Power car	7901	7903	7900
Custom Class	7451	7452	7450
ADA Custom Class	7551	7552	7550
Lounge	7801	7802	7800
Bistro	7301	7302	7300
ADA coach	7501	7502	7500
Coaches	7409-7405	7414-7410	7404-7400
Baggage	7101	7104	7100

The Mount Baker and Mount Rainier sets are owned by the State of Washington, with the Mount Hood belonging to Amtrak. There were 41 cars noted in Railway Age, and there are five spares in addition to the 36 listed above. Washington State purchased power car 7902 and spare baggage car 7102, and Amtrak acquired spare Bistro 7304 and ADA coaches 7520 and 7521. Two additional trainsets have been completed but not yet spoken for. The fourth set will be named Mount Olympus and the fifth was built in silver, black and white and is intended for Los Angeles-Las Vegas service.

The State of New York hopes to increase Amtrak service from points west of Albany from four to ten trains and south of Albany from 11 to 18 trains per day when all of the Turbosets have been rebuilt and returned to service.

From the "Famous Last Words" File

The following item is taken from the April 1967 issue of Trains Magazine:

"BUSINESSMEN VOTE FOR P-C: University of Michigan polled businessmen nationwide on what they thought was 'the best business decision of 1966.' The Penn-Central merger placed third in a field of five (behind the NFL-AFL football merger and the Boeing victory in the SST competition)."

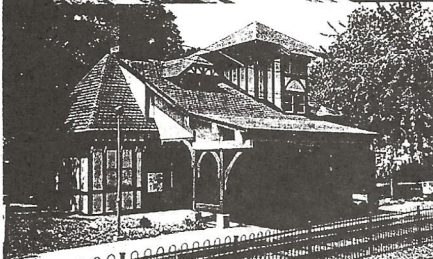
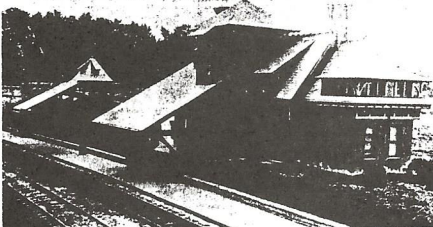
Business people may not be the best judges of economic decision-making. The Pennsylvania-New York Central merger became effective in February 1968, but two years later Penn Central declared bankruptcy in the largest corporate failure in U.S. history up to that time.

EFFECTIVE FEBRUARY 21, 1999

R7

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"SEE YOU AT THE PHILADELPHIA
FLOWER SHOW" - MARCH 7-14, 1999



R7 Timetable Features New-Style Cover

SEPTA reissued its R7 Regional Rail timetable effective February 21, 1999 to provide for revised connecting times with NJ Transit at Trenton station. On the same date, NJT reissued its Northeast Corridor schedules to reflect the opening of the Hamilton station between Trenton and Princeton Junction to serve this rapidly-growing area. (In some cases, connections at Trenton are even tighter than they were before.)

But the timetable itself is noteworthy because a different type style is used on the cover and, for the first time, SEPTA's new slogan "Serious about change," appears along with an unusual promotion for the Philadelphia Flower Show this month. In addition, the cover photo of an AEM-7 locomotive is gone, replaced with an 1883 photo of Gravers station in Chestnut Hill and a picture of the same Frank Furness-designed building after its recent refurbishment. Cover photos of stations are unusual, having been previously used by SEPTA only on the R6 Norristown Line timetable.

EXTRA LIST (Continued from Page 5)

children's activities, plus regular diesel-powered "Mt. Clare Express" train rides also part of this open house event. Regular admission charges apply, plus special fares for train rides. For information, telephone 410-752-2388 (E-mail: info@borail.org).

APRIL 26: Well-known Artist-Historian Ted Xaras will present double-screen slide show on the history and development of Reading Terminal, at regular meeting of West Jersey Chapter NRHS, Haddonfield Borough Hall, Kings Highway & Haddon Avenue, Haddonfield, NJ, beginning at 7:30 PM. Boro hall is four-block walk east from PATCO Haddonfield station.

MAY 1-2: Annual Spring Train Show & Sale in Ocean City, NJ at the historic Music Pier, Boardwalk and Moorlyn Terrace. Running displays, with model trains of all gauges, buy, sell, trade. Parking available. Show hours are 10 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$3 adults, \$1 children. For additional information, telephone 609-525-9300.

MAY 2: "Over and under center city trolley tour via SEPTA lines using Peter Witt #8534 and PCC car, sponsored by Buckingham Valley Trolley

Association in connection with East Penn Traction Club's 14th annual National Model Trolley Meet. Maximum of 120 passengers can be accommodated. Tour will include the trolley subway, trolley diversion route, parts of Route 15-Girard Avenue and two trips on 11th and 12th Streets Welcome Line loop. Fares: \$20 for meet registrants, \$25 others. Order tickets from: George Metz, 13 Post Run, Newtown Square, PA 19073-3014, making checks payable to "BVTA" and enclosing stamped, self-addressed envelope. For information, telephone 610-353-4982 (E-mail gwmetz@aol.com).

MAY 9: "Mother's Day Express" on West Chester Railroad from West Chester to Glen Mills, PA and return over former Pennsylvania Railroad West Chester branch. Diesel-powered trains depart Market Street station, West Chester, at 11 AM, 1 and 3 PM. Fares: \$9 adults, \$5 for mothers, \$6 children (2-12). For reservations and information, telephone 610-430-2233.

MAY 15-16: "Art in the Depot" days on West Chester Railroad with local artists displaying their works at points between West Chester and Glen Mills, PA. Trains leave Market Street station, West Chester at 12:30 and 2:30 PM. Fares: \$9 adults, \$6 children (2-12). For reservations and information, telephone 610-430-2233.

Chapter Members Published in National Magazines

The bylines of two Philadelphia Chapter members have recently appeared in national rail magazines.

Bill Vigrass, the retired assistant general manager of PATCO and currently a project manager for Hill International, Willingboro, NJ, is the author of "The legacy of Peter Witt," a 20-page article which makes up most of the current (July-September 1997) issue of *Headlights*, the magazine of the Electric Railroaders' Association. Containing many of Bill's color and black & white photos, the article details how Mr. Witt, as street railway commissioner, turned the Cleveland Railway Company into one of the most efficient transit properties in the U.S. He also is known for his design of the streetcar type which bears his name.

Chapter Historian Larry DeYoung is well represented in the January 1998 issue of *Trains*, as part of the magazine's "Mission Accomplished" tribute to Conrail. Larry's six-page article, entitled "The view from 6 Penn Center Plaza," gives his impressions of the railroad's turnaround from the perspective of an "insider." He sums up his feelings by saying, "I have a good deal of pride in having been a part of the Conrail story. I respect the people of Conrail, many of whom are true friends, and will have a tear in my eye on the 'Day One' split day..."

Chapter to Seek Candidates for "Railcamp 1999"

Following the success of "Railcamp 1998," preparations are being made to expand the capacity of this summer's program. RailCamp 1999 will consist of two one-week courses for young adults who want to learn the basics of railroading and the techniques of preservation, it was announced by Editor Larry Eastwood. Larry also serves as senior vice president of NRHS and helped plan last year's Railcamp.

To be held July 18-24 and July 25-31 in Scranton, PA, RailCamp 1999 is a joint project of NRHS, the National Park Service and the University of Scranton. Much of the participants' time will be spent at the Steamtown National Historic Site, although several outside tours and other events are planned.

In 1998, Philadelphia Chapter sponsored one Railcamper, and this year has authorized financial support for up to two participants, underwriting their \$500-per-person fee. Candidates may be either male or female, and must at least be entering 9th grade in September or have completed 12th grade in June. Transportation to and from Scranton is the responsibility of the Railcamper.

Chapter members are urged to recommend candidates for sponsorship, and they need not be affiliated with NRHS. Letters of application should be sent not later than June 1, 1999 to:

RailCamp 1999
c/o Douglas W. Watts, President
Philadelphia Chapter, NRHS
P. O. Box 7302
Philadelphia, PA 19101-7302

Winners Named in Chapter Slide Contest

Eight members entered the annual Ray Muller Slide Contest at Philadelphia Chapter's monthly meeting on February 19, and seven of the eight entrants were prize winners. Film prizes will be awarded in the following categories:

- Steam - (1) Lee Schultz - Whistle Salute at East Broad Top
(2) Rob Mandeville - Shay at water tower at Cass Scenic
(3) Paul Kutta - PRR 7002 and 1223 at Rockville tower, PA
- Diesel - (1) R. L. Eastwood, Jr. - Rio Grande Ski Train at Tolland, CO
(2) Rob Mandeville - Guilford excursion at Rumford, ME
(3) G. Gerrish Williams - Reading & Northern at Oxbow curve
- Mainline Electric - (1) (tie) - G. Gerrish Williams - SEPTA Train 733 at Gravers station
R. L. Eastwood, Jr. - SEPTA Train 6321 at Bethayres in snow
(3) - Paul Kutta - SEPTA train and flower box at Bryn Mawr station
- Light Electric - (1) Dave Kopena - SEPTA old and new el cars at 46th Street station
(2) Rob Mandeville - Boston Type 5 streetcar on Watertown line
(3) G. Gerrish Williams - Kawasaki car at 36th Street portal
- General - (1) G. Gerrish Williams - Little Rock Union Station
(2) Lee Schultz - St. Louis Union Station at night
(3) (tie) - Rob Mandeville - AT&SF tugboat in San Francisco Bay
Fred Monsimer - 30th Street station from west walkway
- Oldies - (1) Paul Kutta - PRR GG1 and N&W sleeper in Penn Station, New York
(2) R. L. Eastwood, Jr. - Amtrak Train #31 with GG1 4932 at Frankford Junction
(3) Dave Kopena - New York, Susquehanna & Western fantrip at Oakland, NJ

Phil Mulligan once again organized and ran the contest. He, Dick Barben, Peter Senin and Paul Skvarla served as judges.

PHILADELPHIA EXPRESS (Continued from Page 4)

video showing historical and contemporary trolley scenes in the area, including interviews with trolley personalities. Among contributors to the video is Chapter Member Joe Mannix. The price is \$29 per copy, shipping included.

CSX has recalled its two F-units that had been leased to the Potomac Eagle excursion operation in West Virginia. Reportedly, ex-Clinchfield units 417 and 418 will be rebuilt for executive train service. CSX is also acquiring two of CONRAIL's three E8's (Bull Sheet).....CSX is converting its obsolete cab signal system on the former RF&P south of Washington, DC from 60 Hz to 100 Hz, making it compatible with cab signals on CONRAIL and AMTRAK (Bull Sheet).....Those three Alco RS3 locomotives long stored on the DELAWARE VALLEY at Montchanin, DE have been sold by DV to Genesee Valley Transportation, Scranton, PA.....Last month, Steamtown planned to unveil its restored ex-Louisville & Nashville RPO car 1100, which will become a permanent exhibit there.....Milepost, the Friends of the Railroad Museum's magazine, in its December issue ran an article listing all covered railroad bridges once known to exist in Pennsylvania. Several were on Reading lines in Bucks and Montgomery Counties, and there were four in Philadelphia including the Philadelphia & Columbia's across the Schuylkill at the base of the Belmont Plane.

Update of Shortline/Regional Railroad Rosters

The following changes and additions should be made to the motive power rosters published in the October through December 1998 issues of Cinders.

<u>BELVIDERE & DELAWARE RIVER RAILWAY (BDRV), Milford, NJ</u>						
Delete	1848	GP9	Transferred to Black River & Western			
<u>BLACK RIVER & WESTERN RAILROAD (BRW), Ringoes, NJ</u>						
Delete	42	CF7	Sold to Maryland & Delaware			
Delete	782	GP7	Scrapped			
Add	1848	B-B	GP9	D/E	EMD	1954 Belvidere & Delaware River 1848
<u>DELAWARE VALLEY RAILWAY (DV), Kennett Square, PA</u>						
Add	151	B-B	GP7U	D/E	EMD	1952 South Central Tennessee 151 (Note)
<u>Note:</u> Leased from South Central Tennessee Railroad						
<u>LYCOMING VALLEY RAILROAD (LVRR), Newberry, PA</u>						
Change	231	B-B	SW9	D/E	EMD	1953 Renumbered from 1775
<u>MARYLAND & DELAWARE RAILROAD (MDDE), Federalsburg, MD</u>						
Add	42	B-B	CF7	D/E	EMD	1951 Black River & Western 42
<u>PENN EASTERN RAIL LINES (PRL), East Greenville, PA</u>						
Delete	1756	GP9	Sold			
(Note that Lancaster Northern operation now based at Reinholds, PA instead of Denver, PA)						
<u>SOUTH BRANCH VALLEY RAILROAD (SBVR), Moorefield, WV</u>						
Delete	417	F7B	Returned to CSX			
Delete	418	FP7	Returned to CSX			

ABBREVIATIONS

D/E - Diesel-electric

EMD - Electro-Motive Division, General Motors Corp.

As Cinders went to press, we were reminded by President Doug Watts of the continuing need for new blood in the management of the Chapter. At our April 16 meeting, we will elect officers for the 1999-2000 year, and if you are interested in playing an active role in the operation of Philadelphia Chapter, then we're interested in you. You are asked to contact President Watts at 610-259-4226 or Nominations Committee Chairman Bruce Irvin at 610-352-7063 if you'd be interested in serving your fellow members as a chapter officer.

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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