

60th Anniversary ~ 1936 - 1996

CINDERS



DECEMBER 1996

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Volume 57

Newsletter of the

Number 11

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

OUR MEETING:

FRIDAY EVENING, DECEMBER 13, 1996

Eakins Lounge, Alumni Hall, Thomas Jefferson University,
1020 Locust Street, Philadelphia, PA (three blocks south
of Market East Station)

Dinner at 6:15 PM (\$19.50 per person), Meeting at 7:30 PM
Parking in Wills Eye Hospital garage, 9th Street above
Locust (\$5.00 after 6 PM), or Parkway Garage, also 9th
above Locust (\$5.75 after 6 PM), Downtown Garage, Walnut
Street east of 10th (\$5.00 after 6 PM)

Our December 13, 1996 meeting will feature Edward J. Lombardi, Manager, Performance and Tests, Amtrak, who will provide us with a program on the upcoming American Flyer high-speed trains for the Northeast Corridor. Ed, long a friend of our Chapter, will provide in-depth analysis of the various features of the X-2000 and ICE trains which will be adapted to the American Flyer equipment, as a result of their tests of a couple of years back.

The evening begins with our usual sit-down dinner in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$19.50 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, DECEMBER 10, 1996 to National Director Frank Tatnall at 610-828-0706. This is a strict deadline, and we ask that you please specify when ordering if you desire a fish dinner.

We urge you to join your fellow members this Holiday Season and enjoy a program on the upcoming American Flyer trainsets as we learn the latest about them. Looking forward, our program on Friday, January 17, 1997 will feature Chapter Member J. William Vigrass with a narrated slide lecture on "The Maritimes in the Fifties", a look at Canadian steam, period diesels and the Newfoundland narrow gauge between 1950 and 1961. Mark the date on your calendar.

Holiday Greetings



Has a year almost passed us by again? Yes it has! The Holiday Season is here and we find ourselves preparing to spend time with family and friends, reflect on the events of 1996 and anticipate 1997!

As we prepare for our Holiday traditions let us also remember to continue to Build and Share. Each day we have the wonderful opportunity to build and share with others. While we build, we also share with one another. We share our experiences, skills, talents, knowledge, etc. Through both building and sharing we become individually richer and fuller. Sharing becomes like mortar between bricks and it in turn helps us to build. Sharing also enables ideas and knowledge to continue to live on through those to whom the information is passed.

So as you prepare for the Holidays, think of someone who has shared something with you over the past year whether it was a tip on what type of film to use, where a great photo spot is for that special train shot, a sneak peak at a new video or where to grab a great sandwich during a day of train chasing. Then think about how you can share with others during the coming year. You will become richer for the knowledge that you pass on. Build, share and grow...

The officers of Philadelphia Chapter join in extending to you and your families every wish for a Safe and Joyous Holiday Season! We also thank all who helped make 1996 a success and look forward to sharing and building with you in 1997!

DOUGLAS W. WATTS
President

MEETING CANCELLATION ALERT!

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting night, Chapter officers will make a decision as to whether to hold the scheduled meeting. If in doubt, members should call 215-947-5769 for a recorded advisory on the meeting.

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

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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 (\$19.50 per person), Meeting 7:30 PM.

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

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

CINDERS is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding Cinders should be directed to the Editor at P. O. Box 7302, Philadelphia, PA 19101-7302.

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

Michael F. Hopkins, Jr.

October 28, 1996

Michael F. Hopkins, Jr., a longtime Chapter member and chairman of both the Equipment and Trip Committees, died October 28 in Lancaster General Hospital after a short battle with cancer. He was 43.

Known to many both within and outside the Chapter for his boundless enthusiasm, Mike from the beginning was a leader in the long-running effort to restore the Philadelphia and Lancaster Chapters' FP7 locomotives to active service, a goal that was realized last year. He continued to be active in on-site work to maintain and improve the handsome former Reading passenger units, and was always a cheerful presence at Chapter meetings.

Born in Pittston, Luzerne County, Mike had lived in Connecticut and in the Philadelphia area before moving to his parents' home in New Holland, PA five years ago. He was employed as a quality control supervisor at Miller Structures in Leola, where his skills in mechanics brought him respect. He was a graduate of the International Technical Institute in Boston, with an associate degree in architectural drafting.

In addition to NRHS, he was a member of the Pennsylvania Railroad Technical & Historical Society, the Reading Company Technical & Historical Society and the Friends of the Railroad Museum, and was active in all three organizations. His Pennsylvania license plate, "RDGFP7A", served notice of his first love wherever he went.

A memorial service was held on November 2 at the New Holland United Methodist Church, attended by many officers and members of both the Philadelphia and Lancaster Chapters, and other friends. Mike is survived by his parents, M. Francis and Ruth Powers Hopkins, and a sister, Ruth H. Romanowski of Phoenix, AZ.

As Mike would have wished it, the memorial service leaflet was adorned with drawings of two Reading FP7's and a PRR K4s steam locomotive. He will be missed by everyone in the two Chapters, who must now deal with their loss.

Contributions in Mike's memory may be made to Philadelphia Chapter's FP7 maintenance fund, or to New Holland United Methodist Church, 120 West Main Street, New Holland, PA 17557.

TROLLEY CELEBRATION SET FOR CHESTNUT HILL

One of SEPTA's vintage trolleys will roll along Germantown Avenue on Saturday, December 14, between the Bethlehem Pike loop in Chestnut Hill and the Germantown depot in Mount Airy. Free rides will be offered between 12 Noon and 3 PM, cosponsored by the Chestnut Hill Community Association and SEPTA to celebrate the 104th anniversary of electric streetcars in Philadelphia.

Santa Claus will be aboard the car and live Christmas music will entertain passengers. Students from the Jenks School will display artwork created for the trolley's birthday card. Festivities will begin before Noon at Germantown & Bethlehem Pike with the reading of a City Proclamation and musical entertainment.

The celebration was arranged by Chapter Member Janet Potter, who serves on CHCA's Trolley Subcommittee.

CHRISTMAS GIFT IDEAS FROM THE CHAPTER STORE

Philadelphia Chapter has available numerous items which can make a nice Christmas gift for a relative or friend this Holiday season. Among the items available are:

Reading Diesels - Volume 1 - The First Generation (\$45 per copy) and Reading Diesels - Volume 2 - The Second Generation (\$50 per copy), both written by Chapter Member Dale W. Woodland. These full-color companion volumes completely document the Reading's diesel motive power fleet, and ample action photos of each class and model of diesel are illustrated from all around the Reading System.

Paoli Shop Booklet - This specially-produced 8-1/2 x 11 publication with color covers commemorates the 80 years of service provided by the ex-Pennsy SEPTA shop prior to its closure in January 1995. Closeout price is \$3 per copy, including shipping. Only limited quantities remain.

Reading Railroad Videos - "Vignettes of the Reading Company, Vols. 1 and 2", each containing some 60 minutes of action along the Reading. Both of these professional tapes are excellent values and are specially priced at \$32 each to Chapter members.

Mail orders should be addressed to:

Philadelphia Chapter, NRHS
c/o Marie K. Eastwood, Secretary
P. O. Box 353
Huntingdon Valley, PA 19006-0353

Checks should be made payable to "Philadelphia Chapter NRHS" and if order is received by December 14 the merchandise will be shipped in time for Christmas. All items will also be available at the December 13 Chapter meeting, as well as at the Chapter's table at the December 14-15 Greenberg's show at the Fort Washington Expo Center. Proceeds benefit the Chapter's ongoing FP7 restoration project.

MEMBERS URGED TO PAY 1997 DUES PROMPTLY

NRHS dues notices for 1997 were to be mailed to all regular Chapter members early in December. Membership cards are enclosed with each mailing, together with a request for contributions over and above the combined Chapter and national dues of \$31 per person. (National dues were increased by \$3 this year by action of the Board of Directors.)

Notices to Chapter-only members were sent out last month, and many have already responded.

All current members will receive the January issue of Cinders, but those who have not renewed will be deleted from the mailing list in February.

Your officers urge that dues renewals be made as promptly as possible, to assist the Chapter with its cash flow. Checks should be made payable to "Philadelphia Chapter NRHS" and mailed in the remittance envelope to P. O. Box 7302, Philadelphia, PA 19101-7302. Members are also reminded of the National's plea for contributions and the special return envelope included with Issue #4 of the National Railway Bulletin.

Brother Hilary Basel

July 6, 1996

We regret to inform you of the passing of Brother Hilary Basel, CSSR, on July 6, 1996 at Saratoga Springs, New York. Brother Hilary was 71 years of age.

Brother Hilary joined the Society in March, 1985, and was our "unofficial" chaplain, having offered the blessing at a number of dinners and functions. A native of Baltimore, he entered the Redemptorists in 1951, serving twice at St. Peter the Apostle Parish at 5th Street & Girard Avenue in North Philadelphia, one assignment spanning 27 years.

A funeral mass was celebrated on July 9 at Our Lady of Fatima Church in Baltimore.

PHILADELPHIA CHAPTER AUCTION HELD AT NOVEMBER MEETING

The Chapter held its annual railroading auction at the November 15 monthly meeting in Jefferson Alumni Hall. Nearly 70 lots of material were offered for sale, including 36 lots donated to the Chapter. The sale brought in a total of \$345.00, including \$207.00 realized from the donated material. Sellers took home \$110.40 and the Chapter netted \$234.60.

Larry Eastwood again served as auctioneer, assisted by Marie Eastwood and Frank Tatnall. The Chapter thanks all who participated in this always-entertaining event, both as buyers and as sellers, and those who donated saleable items.



NOVEMBER 29-DECEMBER 29, 1996: "Center City Holiday Trolley", sponsored by SEPTA and City of Philadelphia, features Welcome Line PCC's and possibly Peter Witt #8534 operating on 11th and 12th Streets loop. Cars leave 12th & Arch Streets every 20 minutes 10:30 AM-7:30 PM weekdays (except Christmas Day), 10 AM-5 PM weekends. For information, telephone 215-580-3773.

DECEMBER 7, 1996: "Santa Claus Special" diesel-powered excursion on CSX's former Western Maryland "Dutch Line" from Hagerstown, MD to Hanover, PA and return, sponsored by Hagerstown Chapter NRHS and Hagerstown Roundhouse Museum. MARC-equipped train leaves Hagerstown 8:30 AM, arrives Hanover 12 Noon, leaves Hanover 1:30 PM, arrives Hagerstown 4:30 PM. Fares: \$40 adults, \$35 seniors (60 and over), \$25 children (12 and under). CSX advises this will be the final MARC excursion permitted on its lines. For ticket information, telephone 301-739-4665.

DECEMBER 7: 8th annual "Santa Express" on Chesapeake Railroad, as Santa rides heavy-weight Pullmans Defender and Catoclin starting at Marydel, DE at 10 AM. Passengers will not be carried but Santa will stop at several stations to distribute candy canes. He will arrive at Ridgely, MD at 12:55 PM, where a Christmas bazaar will be held with train layouts, crafts and food. For information, telephone 410-482-2330.

DECEMBER 7: Steam-powered night photo train on Wilmington & Western Railroad using 4-4-0 #98, freight cars and combine, leaving Greenbank station, Marshallton, DE, at 6 PM. Night photo sessions will be directed by Steve Barry of Railfan & Railroad Magazine. Fare: \$35 per person (including soft drinks and snacks). To order, send check to: Tom Gears, 2720 Newport Gap Pike, Wilmington, DE 19808. For information, telephone 302-892-2473.

DECEMBER 7-8: Ocean City Train Show at Music Pier, Boardwalk & Moorland Terrace, Ocean City, NJ, 10 AM-5 PM Saturday, 10 AM-4 PM Sunday. Admission: \$3 adults, \$1 children. For information, telephone City of Ocean City Public Relations at 609-525-9300.

DECEMBER 7-8: Open house at Cheltenham Hills Model Railroad Club, 8000 Old York Road, Elkins Park, PA, 12 Noon-5 PM. Admission free. For information, telephone John Walz at 215-357-3990.

DECEMBER 7-8, 14-15, 21-22: "North Pole Express" on the Brandywine Scenic Railway, one-hour round trips each day departing at 11 AM, 1 PM and 3 PM. Santa Claus will be on board to distribute a small gift to each child; refreshments for all following the trip. Fares: \$10.00 adults, \$9.00 seniors (55 and over) \$8.00 children (2-12). Reservations are recommended. For information and reservations, contact Brandywine Scenic Railway at 610-793-4433. Trips depart from Northbrook Canoe property on Northbrook Road, one-half mile north of Route 842, six miles west of West Chester. Trains run rain or shine.

DECEMBER 14: Historic SEPTA trolley will operate between Bethlehem Pike loop in Chestnut Hill and Germantown depot 12 Noon to 3 PM, cosponsored by Chestnut Hill Community Association and SEPTA. Rides are free and entertainment will be offered. For information, telephone Joel Spivak at 215-755-7717.

DECEMBER 14-15: Open house at GATSMELines model railroad club, Prospect & Madison Avenues, Fort Washington, PA, 1-5 PM. Admission by donation. For information, telephone 215-646-2033.

DECEMBER 14-15: Greenberg's Great Train, Dollhouse & Toy Show at Fort Washington Expo Center, Virginia Drive, Fort Washington, PA, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 children (12 and under). For information, telephone 410-795-7447.

JANUARY 4-5, 1997: Open house at Cheltenham Hills Model Railroad Club, 8000 High School Road, Elkins Park, PA, 12 Noon-5 PM. Admission free. For information, telephone 215-357-3990.

JANUARY 4-5, 18-19, FEBRUARY 8-9: Open house at GATSMELines model railroad club, Prospect & Madison Avenues, Fort Washington, PA, 1-5 PM. Admission by donation. For information, telephone 215-646-2033.

THROUGH JANUARY 5: "A Brandywine Christmas" at Brandywine River Museum, Route 1, Chadds Ford, PA, featuring operating "0"-gauge model train display. Hours: 9:30 AM-4:30 PM (closed Christmas Day). Admission: \$5 adults, \$2.50 seniors and children (6-12). For information, telephone 610-388-2700.

THROUGH JANUARY: "When the Whistle Broke into a Scream" exhibit on train wrecks and rail safety 1828-1918, at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, 10 AM-5 PM daily. Admission: \$6 adults, \$3 children. For information, telephone 410-752-2464.

FEBRUARY 8: EastRAIL '97 multi-media show featuring sound/slide presentations by Steve Barry, Sandy Burton, Greg Nazarow, Scott Snell and other noted photographers, plus special tribute to the late Don Ball, Jr., sponsored by United Railroad Historical Society, at Bergen County Technical Institute, Hackensack Avenue, Hackensack, NJ. Hours: 10 AM-5 PM. Admission: \$10 per person in advance, \$12 at door. Order from: United Railroad Historical Society, P. O. Box 711, Clark, NJ 07066, enclosing stamped, self-addressed envelope.

FEBRUARY 22: Annual "Snow Train to Vermont" from Boston, MA to Brattleboro and Bellows Falls, VT, sponsored by Mass Bay RRE. Amtrak special train leaves Boston (South Station) 7:45 AM. Fares: \$59 adults, \$30 children (12 and under). Additional charges for optional events. For tickets and information, write: Mass Bay RRE, P. O. Box 4245, Andover, MA 01810-0814, enclosing stamped, self-addressed envelope.

UPDATE ON SHORTLINE/REGIONAL RAILROADS

The following change should be made to the motive power listings contained in recent issues of

Cinders:

Change BLACK RIVER & WESTERN RAILROAD (BRW), Ringoes, NJ
412 VO-1000 (renumbered from 19) (Note 3)
Note 3: Owned by United Railroad Historical Society

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

Following approval by the board at its October meeting, SEPTA abandoned its R5 service to Coatesville and Parkesburg effective with the November 10 timetable change. In addition to low ridership, this western extension was plagued with a 26-mile deadhead move to and from Leaman Place, the first turnback point since AMTRAK closed "Park" interlocking at Parkesburg. Amtrak has eased the pain somewhat by scheduling a 6:38 AM Coatesville stop for eastbound train 640, and a 5:21 PM stop for westbound train 643, effective November 10. Two eastbound and two westbound Amtrak trains now stop at Coatesville and Parkesburg during rush hours, and Amtrak has introduced a lower-priced monthly ticket for \$182. SEPTA also closed small stations at Fellwick, Fishers, Fulmor and Shawmont.

The countdown has begun to a possible strike by the Brotherhood of Locomotive Engineers against SEPTA's Railroad Division in mid-March 1997 (see October Cinders). The BLE is seeking an \$8-per-hour pay increase over three years to bring its members up to the approximate level of engineers on NJ TRANSIT, but SEPTA is adamant that the BLE accept the same "pattern" increase already implemented with other SEPTA unions, and with no retroactivity. Negotiations underway since 1993 appear to be going nowhere, and the two sides are giving their "last best" offers to a final Presidential Emergency Board which can only recommend a settlement. The stakes were raised last month when an unsigned message was posted in many trains, evidently from the union, alerting passengers to a "possible service disruption" in March. SEPTA responded with a letter from Assistant General Manager Michael Burns, denouncing the threat and promising that trains would be operated by management personnel if the other unions "cooperate," i.e., cross the BLE picket lines.



SEPTA held a public forum in Norristown on October 24 to gather input for its \$1.5-million feasibility study of the proposed Cross-County Metro through Bucks, Montgomery and Chester Counties. The 50-mile-long route would follow CONRAIL's Morrisville Line and Dale secondary track (former Trenton Cut-off) between Morrisville and Glen Loch, providing an inter-suburban transit service connecting with many of SEPTA's radial routes from central Philadelphia. The study, to be completed in mid-1998, is for now "modally neutral," meaning that a decision has not been made as to a choice of commuter rail, light rail or bus. Conrail is watching developments closely, since it moves a minimum of 14 daily trains over the line and has granted MCI a fiber-optic right-of-way.

A multi-agency task force last month proposed a \$34-million plan to build a new rail station at Paoli, augmented by two parking garages, a large parking lot and office building. The new station would be located on the south side of the AMTRAK mainline a quarter-mile west of the present facility, while the parking area would occupy much of the abandoned Paoli rail yard behind "Paoli" tower. But this Federal Superfund site must first be purged of toxic PCB chemical residue, meaning that the station project would not begin for at least another five years. The existing station handles more than 2,300 weekday passengers.....Two citizen groups are planning to form a non-profit corporation to restore the 1885 Pennsy station at Wayne (PRR Technical & Historical Society).....The transition last month from Blue Ribbon Vending to Edens Corp. as ticket office contractor went smoothly, with most Blue Ribbon agents retained. Blue Ribbon itself still handles ticket sales at center city stations, Wayne Junction and University City.....SEPTA will add four more roundtrips to the R6 Cynwyd line effective January 6, but the R8 Chestnut Hill West will lose its half-hourly off-peak service sometime early next year.

Wet leaves and slippery rails continued to bedevil SEPTA trains through November, causing numerous delays. Sanding and rail scrubbing work have helped, and reports indicate that the experimental application of a British-developed gel (see November Cinders) has helped to improve traction.....SEPTA's November 10 Regional Rail timetables sport a new gallery of employee photos on the front panel. One surprise is the R5 Lansdale-Doylestown timetable, with an engineer pictured on the cover. Last year the general chairman of the BLE on SEPTA said that none of his members would participate in the public relations effort because of the current contract dispute (see above).

A catenary messenger wire snapped above track #1 at Bryn Mawr station on November 11, halting SEPTA train #518 and causing further delays that morning as trains had to be switched to tracks #2 and 3. An AMTRAK wire train completed repairs by 3:30 PM.....New ALP-44 locomotive #2308 was still not in service as of mid-November.....Prototype MU #302 is still in Wayne shop, the first of 231 Silverliner IV cars to receive a major interior overhaul.....SEPTA plans again this year to loan 16 Silverliner IV's to AMTRAK for Thanksgiving holiday service to New York and Harrisburg. Because they have no toilets, comfort stops must be made.....A "Veterans Special" train to Washington for SEPTA and AMTRAK employees ran into trouble on November 11. Silverliner IV's 288-296 failed at Wilmington, so the group transferred to 388-389 which in turn died at Aberdeen, MD. Amtrak then stopped train 181 to pick them up, and they returned from Washington aboard #184.....Members of the Service Employees International Union appeared at the SEPTA board meeting on November 21 to pressure Edens Maintenance Company to recognize their union. Edens has a contract from SEPTA for cleaning services at Suburban and Market East Stations, but allegedly pays substandard wages.

(Continued on Page 6)

PHILADELPHIA EXPRESS (Continued from Page 5)



SEPTA's talent search for a new general manager had been narrowed to three candidates by late November. They are Paul Skoutelas, executive director of the Lynx transit system in Orlando, FL; John K. Leary, Jr., executive director of the Bi-State system in St. Louis; and Thomas F. Prendergast, president of the Long Island Rail Road. Two other candidates who lack transit experience have been considered, but appear to be long shots. SEPTA Board Members Richard Voith of Philadelphia and Wallace Nunn of Delaware County told a citizens group last month that they would resign if a politically-backed candidate were selected rather than a merit-based professional. A decision is expected sometime early in December, with the new GM to be in place next month. Louis Gambaccini's retirement is to come in February.

The SEPTA board expects soon to award a contract for the long-delayed management audit, after an earlier bid to Phoenix Management Services was scuttled because competitive bids were not sought. This time they were, and Phoenix is one of the bidders. Board Member Wallace Nunn, who has been criticized in the press for pushing Phoenix, last month denied vehemently that he brought the firm into the picture. Instead, he declared that the City of Philadelphia suggested Phoenix after its two-year tenure at the Philadelphia Gas Works..... Governor Ridge was seeking an increase in the State gasoline tax during the recent lame-duck session of the Legislature, but the money would go to improve highways. There were no plans to increase funding for transit.

As of mid-November there were 140 new Ikarus buses on SEPTA property. In addition to Callowhill and Comly depots, they were also working out of Luzerne. All 400 of the buses are expected by next April, at a cost of \$255,000 per vehicle. The last of the old RTS buses should be retired next spring.....The vast new Midvale garage should open early in 1997, at which time the 80-year-old Luzerne depot will be closed.....On November 11 SEPTA introduced its newest service, the Horsham Breeze, which consists of small buses similar to the Philly Phlash operating a ten-mile loop to more than 90 employers in the Horsham area of Montgomery County. Operating costs are paid by the County. Route 201 was extended from Fort Washington to Horsham to connect with the Breeze.....SEPTA has again published a joint timetable between 69th Street and King of Prussia Plaza, via Routes 100, 95, 124 and 125, effective October 28.....An all-yellow SEPTA Neoplan bus is an eye-catching ad for Mrs. T Pierogies.

The first of the new Market-Frankford cars are due to be delivered to SEPTA later this month--married pair #1002-1003. (The 220 passenger cars will be numbered 1001-1220, and #1002 will be paired with its proper mate when #1001 is delivered). The initial pair will undergo tests as additional cars are delivered from ADtranz's Elmira Heights (NY) plant.....A ceremony was held in front of SEPTA headquarters on November 27 to officially welcome the new cars. On display was the life-size mockup which will appear in the Mummer's Parade on New Year's Day.....Full evening and weekend rail service resumed on the Frankford el November 28 for the holiday period. In January SEPTA hopes to continue nearly full service, with some shuttle bus diversions needed during station work.

SEPTA is planning to update and reissue its City and suburban transit maps next year, and is looking for financial sponsors.....SEPTA has begun the \$7.5-million renovation of Chester Transportation Center, which consists mainly of the brick-and-stone station built by the PRR in 1903. The first phase of the project includes construction of a steel canopy for bus passengers and renewal of the elevators to the train level.....SEPTA has ordered electric contact rail heaters for de-icing the third rail on Route 100.....SEPTA has acquired the right-of-way of the old PRR Cardington branch in Upper Darby, which was used to deliver the ex-North Shore Liberty Liners to the P&W in 1963.....Buckingham Valley Trolley Association reports that through October its members had moved a total of ten pieces of its collection to SEPTA's Germantown depot for safekeeping. Included were Red Arrow cars 9, 15, 17, 75, 76 and 80. Several more pieces remain to be moved via lowboy trailer.....SEPTA is dickering with the Arden museum to trade line car 07 for sweeper 4. A previous management had unwisely given away all Red Arrow snow-fighting equipment, which proved disastrous during the severe winter of 1996.



AMTRAK has placed at least some of its 13 RoadRailer mail-carrying vehicles into service on trains 40/41 Three Rivers between Philadelphia and Chicago and trains 89/90 Silver Palm to and from Florida. The RoadRailers, which resemble highway semi-trailers, are numbered in the AMTZ 410000 series (#410007 and 410008 sat in Penn Coach yard near 30th Street Station for several weeks in October and early November). They are attached to the rear end of trains by means of a uniquely-designed CouplerMate, which rides on a standard railcar truck with a knuckle coupler on one end and a trailer hitch on the other. Several RoadRailers can be hauled, linked by single-truck bogies.....AMTRAK again operated its enhanced Thanksgiving holiday service, issuing special timetables for the Northeast Corridor.....The "drop-dead" date from the Federal government for eliminating direct-discharge toilets on AMTRAK trains was October 1, but some non-complying cars continued to operate.

AMTRAK announced last month that it will retain its Northeast Corridor headquarters at 30th Street Station. At a November 1 ceremony in 30th Street, NEC President George Warrington was joined by Governor Ridge and Mayor Rendell, at which time it was revealed that the State will provide a \$1-million grant to upgrade office space and install computer systems at 30th Street, and PennDOT will commit \$200,000 for platform and station improvements for the startup of service with the new high-speed trains in 1999. Amtrak currently employs about 350 management and administrative workers in NEC headquarters, plus around 150 at the CETC operations center. There are a total of 2,100 Amtrak employees in Philadelphia, the Daily News reported.

In addition to its new Corridor and national timetables, AMTRAK reissued its Keystone Service Travel Guide complete with schedules and tourist information for the stations between Philadelphia and Harrisburg.....AMTRAK has added new midday trains 641 and 646 between New York and Harrisburg via 30th Street.....AMTRAK and PennDOT are still negotiating a new contract for the Harrisburg service, while they await the results

PHILADELPHIA EXPRESS (Continued from Page 6)

of a consultant's study of the operation.....AMTRAK is currently installing new ties on all four tracks between Overbrook and Paoli, with all work performed at night.....AMTRAK has placed newspaper ads for its new Three Rivers coach train to and from Chicago. At the same time a new low-fare airline known as JetTrain has shut down, after trying to compete with USAir (and Amtrak) on the Philadelphia-Pittsburgh and Philadelphia-Boston routes.....AMTRAK has a special 50-percent-off coupon on boxes of Kellogg's Total Raisin Bran, good for a discount on adult companion fares.

The first set of seven newly-refurbished Metroliner cars went into service on November 15. They feature substantial interior upgrading and the new Amtrak paint scheme plus special Metroliner logos on the exterior. All Metroliner cars will receive similar treatment over the next two years at the Bear (DE) shop (Amtrak On Track).....Metroliner Service brought in a record \$155.7 million in revenue during Fiscal Year 1996 ending September 30, ten percent over the previous year. More than two million passengers rode the Metroliners, the second highest total ever, and enjoyed 94-percent on-time performance in spite of last winter's severe weather (On Track).....AMTRAK has issued a colorful brochure touting its planned high-speed service between Boston and Washington, the "fast track to the future".....AMTRAK says that the delivery of more-efficient locomotives has allowed it to eliminate 64 positions at its Beech Grove (IN) heavy maintenance shop. Sixty-six jobs were cut at Chicago's maintenance facility and 39 at New Orleans.....AMTRAK has closed off part of the parking deck on the north side of 30th Street Station, while heavy repair work is carried out.



CONRAIL has purchased the two SD80MAC demonstrator units, #8000 and 8001, from EMD, and they arrived at Juniata shop, Altoona, in mid-November. There they will be repainted from maroon and silver to Conrail blue and white, equipped with cab signals and other modifications and most likely renumbered 4128 and 4129. Conrail is expected to take delivery of additional SD80MAC's beginning in the first quarter of 1997 to supplement its existing 30-unit fleet of AC-drive locomotives.....CONRAIL and the Brotherhood of Locomotive Engineers announced last month that they had reached a tentative agreement covering 2,500 engineers on Conrail. The railroad has now reached agreement with unions representing 85 percent of its organized employees.....The fact that AMTRAK will send all 98 of its new General Electric P42's through Juniata shop for painting and finishing work will mean employment for 100 additional shop workers, it was reported last month.....CONRAIL will sell its 14 Flexi-Flo bulk terminals next year.

CONRAIL in October set a new monthly record for intermodal volume, transporting 162,000 trailers and containers during the month. For the first ten months of 1996 Conrail handled 1.32 million intermodal units, an increase of five percent over 1995.....CONRAIL and GUILFORD RAIL SYSTEM last month announced the imminent startup of DownEast Express, a joint intermodal service linking Guilford's soon-to-open terminal at Waterville, ME with major markets in the Midwest and Southeast.....CONRAIL and UNION PACIFIC have begun their Northstar double-stack container service from the Texas-Mexico border to the Northeast via the St. Elmo (IL) gateway.....CONRAIL reports that it removed 38 overhead signal bridges as part of its double-stack clearance project across Pennsylvania last year, replacing them with ground-mast signals.....The Bucks County Courier Times in October carried an article describing several highway underpasses in Lower Bucks County which are proving to be choke points for truck and auto traffic trying to squeeze through them. Most of the "tunnels," as the newspaper calls them, were built of stone early in the century to support the PRR's Trenton Cut-Off, now CONRAIL's Morrisville Line, but they "remain so sturdy PennDOT officials don't want to disturb their structures." And the police like them because they slow down traffic!

NJ TRANSIT and AMTRAK have approved a \$250-million funding agreement for upgrading the Northeast Corridor in New Jersey. The five-year agreement provides that NJT and Amtrak will each contribute \$25 million in capital funding each year to improve track, catenary systems, bridges and signals (Amtrak On Track).....NJT is speeding the installation of automatic train control systems on all of its lines in the wake of last February's fatal collision at Bergen Junction. The systems will be extended to all lines beyond the Corridor by 1998, eight years ahead of schedule.....A New Jersey State representative and numerous local officials are once again pressing NJ TRANSIT to restore passenger service on CONRAIL's former Reading line between West Trenton and Bound Brook. An NJT study last year found insufficient demand for the service. But the State has obtained \$500,000 in Federal funding for an environmental impact study of the project, which would return commuter trains after an absence of 14 years.....After its six October excursions, steam locomotive #614 has been moved to a storage site along NJT's line at Lebanon, NJ.

There will be no fare increase on PATCO in 1997, based on the budget approved last month by parent Delaware River Port Authority. Tolls will also remain the same on DRPA's four bridges.....To correct a listing for the NEW HOPE & IVYLAND in Cinders' recent motive power rosters, GP30 #2198 is owned by a group of NH&I employees and RS3 #204 is owned by AF Industries (Rich Adam).....Restoration work has begun on K4 #1361 at the Steamtown facility in Scranton, but completion will require at least two years.....The new five year agreement between CSX and MARC for commuter rail service provides that CSX will operate no excursions for MARC (High Green).....NJ TRANSIT has tentatively scheduled a Hoboken Festival for Try Transit Week next May (Jersey Central Chapter).....Traffic World reports that top railroad and trucking executives have been meeting recently to agree on increased cooperation between the industries, and to temper the destructive feuding of the past. The truckers especially want the rail-funded Citizens for Reliable & Safe Highways (CRASH) to tone down its anti-truck rhetoric and get on the intermodal bandwagon.

Bethlehem Steel announced in October that it will sell or shut down its remaining steel operations in Bethlehem. The units are Bethlehem Structural Products (600 workers), BethForge, Inc. (500 workers) and Centec Roll (135 workers). A year ago Bethlehem ended all "hot metal" steelmaking operations in its home town, displacing 1,800 workers. Wholly-owned PHILADELPHIA, BETHLEHEM & NEW ENGLAND RAILROAD was hard hit but has since



EDITOR'S NOTE: On Saturday morning, November 23 at 6:33 AM, Amtrak train #12 Fast Mail derailed at milepost 6.0 ("Portal") at the drawbridge over the Hackensack River, in the process sideswiping Train 79 Carol-inian. Most of the injuries to passengers and employees were reported to be minor. There was approximately \$3 million in damage to Amtrak equipment on the two trains, most of it to the two AEM-7's, one MHC and three Amfleet coaches on #12 which derailed and wound up in varying positions in the marshy swampland beside the right-of-way. For the record, the consist of #12 was AEM-7's #901 and 910, MHC 1565, Amfleet I cars 21647, 21637, 21095, 21195, 21648, 21125, 43043 and MHC's 1560, 1404, 1510 and 1415. The consist of #79 was AEM-7 #930, Amfleet I cars 44969, 21989, 21285, 21007, 21652, 21137, 20238, 21651, Amfleet II coach 25026 and baggage car 1244. The #1 track was restored to service at 9:16 AM on Sunday, November 24, with both tracks expected to be back on line for Monday morning, November 25. While an official cause had not been determined, investigators were focusing on the miter rail on the drawbridge.

Amtrak Intercity's revised service patterns went into effect on November 10 (the country promptly celebrated a holiday!). The Three Rivers, as was anticipated, debuted as a mail train with three Amfleet II coaches. Food service on the first three trips was provided by Amdinettes 48201, 48217 and Amcafe 20023. The RoadRailer is added at Philadelphia and consists of the unit itself flanked by two CouplerMates, each of which has its own number. For example, on Monday, November 11, train 41 added Mate 5013, Unit 410009 and Mate 5012, leaving Philadelphia.

The Lake Shore Limited's New York-Chicago section is the new standard Intercity configuration of a crew dorm, two Viewliner sleepers, a diner, Amlounge II and four Amfleet II coaches. The Boston section adds a 10-6 sleeper and two Amfleet II coaches. Food service between Boston and Albany is provided by whatever is available at the yard, with the first trips including an Amlounge II and a Club Dinette.

As this column was written, 44 Viewliner sleepers had been delivered. Only the Lake Shore Limited (Boston section) and the Night Owl still carried a "first class" 10-6 sleeper as of November 11. The Silver Meteor lost two or three sleeper lines to allow Amtrak to eliminate the older cars, fully utilizing the available Viewliners.

The new Silver Palm also carries RoadRailers, in this case, two units on the rear between Philadelphia and Jacksonville, FL. In addition to the CouplerMates and units, a "bogie" is placed between the two vans (units). All carry individual numbers, of course.

Heritage Fleet 10-6 sleepers continue in use as dormitories and two cars are now at Beech Grove for conversion to "smoker dorms". Logic suggests that the roomettes will become the crew dorm, with lockable doors (crew members are each entitled to individual space). As for the six bedrooms, they represent a space of about 35 feet, which could be used as a smoking lounge, crew lounge or crew shower (or all three). These features have been incorporated recently in Superliners and perhaps Amtrak will also adapt these to the 10-6's.

The "combined" Southwest Chief/Capitol Limited is expected to be marketed as a through Los Angeles-Washington train numbered 15-16 beginning in January. No word on any proposed name change. The train's consist is running through now, and is not washed or cleaned during its Chicago layover.

The last Superliner II transition car, #34046, was delivered by Bombardier in November, and as of November 11, only coach 34139 remained to complete the order.

New P42 locomotives are coming on line slowly, with units 1, 2, 4-5 and 7-9 reported by November 10.

The ADA program for standard Amfleet coaches reached the 77th (and final) car in September and attention has now shifted to the Metroliner Service fleet. While I haven't seen the set, the seven-car rehab Metroliner consist has received rave reviews. Cars were club 48985, full dinette 43356 (ex-48916), coach 21908 and ADA coaches 21708 (ex-21941), 21709 (ex-21959), 21710 (ex-21925) and 21711 (ex-21909).

The contract for the first high-speed train maintenance facility is expected to be awarded soon for the Washington, DC installation, with Boston to follow soon after. New York would be added as a third center if the fleet level requires it.

The first 30 AEM-7's have achieved their 15th birthday and more (actually, 28 remain, with the 900 and 903 having been destroyed in the Chase, MD accident). Time certainly does fly!

The November 10 schedule change sent the full clubs back to Metroliner Service (some had received NortheastDirect colors). The custom and club service offered on the Corridor is provided by several types of cars, as follows: club dinettes can be found on Trains 55-56, 163, 167, 170, 178, 179, 193, 194, 195, with split clubs on Train 78, 93, 84, 94, 95, 99, 164, 171, 172, 173, 174, 175 and 176. A 60-seat ex-Metroliner coach can be found on Trains 85-86, 171-172, 173-174 and 175-176. In order to balance equipment turns, club dinettes also run (without food service) on Train 180 (Tue-Thu) Washington-Boston, and Trains 182, 187, 190 (Mon-Fri) and 191 (Tue-Thu). Custom Class service is offered in the coach section of the split clubs, while the club section is used as such. On the so-called "supertrains" (171-176), the last three cars are a cafe, custom coach and split club. The attendant in the club serves only first class travel, with all custom class passengers lining up for service with regular passengers in the cafe.

(Continued on Page 9)

ON THE SCENE (Continued from Page 8)

In some Empire Service notes, Amdinettes offer Custom Class service in the coach section, which is to be positioned at the end of the train. The lone surviving Turbo set is assigned to Trains 246 from Schenectady-New York (Mon-Fri), 259 from New York-Schenectady (Mon-Thu) and Train 289 New York-Syracuse (Fri).

Only the refurbished "clocker" coaches are still in assigned service, although the remaining "standard" cars will probably show up on peak travel days. Most of these cars are now named and assigned to the Adirondack, but they can also be found on Trains 248 (except Sunday), 264 (Sunday), 277 (Sunday) and 265 (except Sunday). New York-Albany service is now known as the Hudson Valley Service. Trains operating beyond Schenectady have had their names restored, including the new Ethan Allen, due to begin service between New York and Rutland on December 2.

The program to rebuild 40 leg-rest coaches into baggage cars has entered its final phase. The 1701-1740 are all Budd-built products, with both standard fluting and the modified version specified when the exterior of these stainless steel cars were to be painted. Most of the latter are former Union Pacific cars. Other roads who requested painted stainless steel cars from Budd were Great Northern, Northern Pacific and, of course, the Pennsy.

Peak Northeast Corridor equipment requirement occurs on Fridays, when over 300 cars are assigned, almost 50 more, incidentally, than on Saturdays, the lightest day of the week. In addition, there are 70 Metroliner Service cars diagrammed, plus two Night Owl sleepers.

Baltimore & Ohio ended passenger service to Jersey City in April, 1958. For the last six months, the National Limited carried a streamlined 14-section sleeper between Jersey City and St. Louis. However, the B&O didn't have such a car, but Union Pacific had 14 ACF-built cars barely three years old and already surplus. These cars, like the California Zephyr's section sleepers, were strictly first class not tourist cars. Pullman repainted Alpine Camp, Alpine Park, Alpine Road and Alpine Scene into B&O colors (with "Pullman" on the letterboard and "Union Pacific" at each end). With the end of through service, the cars were returned to the UP and eventually rebuilt into coaches.

PHILADELPHIA EXPRESS (Continued from Page 7)

been named Railway Age Magazine's 1996 Short Line of the Year for its ability to survive and develop new business in partnership with CONRAIL. Bethlehem Steel, whose roots in Bethlehem go back to 1857, will still have about 1,500 employees there, including 750 in its corporate and research offices, 650 at the coke plant on the east side of town, and 135 at the PB&NE, the Inquirer reported.

A major issue for the railroads in 1997 will be the so-called "bottleneck" cases now before the Surface Transportation Board, which if approved would reregulate the rates on certain traffic when a shipper is served by only one railroad. The industry contends that such action would cost U.S. railroads at least \$1.5 billion in annual net earnings and diminish their ability to attract capital investment. It would also turn back the clock on the Staggers Rail Act of 1980 which is widely credited with revitalizing the rail industry..... Secretary of Transportation Federico Pena has announced that he will resign prior to the start of President Clinton's second term.

30TH STREET MARKER TO BE DEDICATED

An official State historical marker commemorating 30th Street Station--originally the Pennsylvania Station--will be dedicated this month. The tentative date is Tuesday, December 17 at 2 PM on the Schuylkill Avenue side of the station. The marker is jointly sponsored by the Philadelphia Chapter of the Pennsylvania Railroad Technical & Historical Society and the Pennsylvania Historical & Museum Commission. The public is welcome.

For further information, telephone Director Frank Tatnall at 610-828-0706 evenings.

Helen M. Hooker

August 16, 1996

It is with sadness that we report to you the passing of Family Member Helen M. Hooker, wife of Past Chapter President William D. Hooker, on August 16, 1996.

Helen had been a member of our Chapter for a long time, supporting Bill during his many years of activity to Philadelphia NRHS. A funeral was held at the Roxborough Presbyterian Church on August 20, 1996.

We certainly extend our sympathy to Bill and his family on Helen's passing from us. She was a loyal supporter of our Chapter and its activities.

CONRAIL AREA TRAIN DISPATCHERS LISTED

The newly-expanded Philadelphia Division of Conrail currently staffs its Mount Laurel (NJ) operations office with nine round-the-clock dispatcher positions. These are listed below, together with their line assignments and road radio channels used:

DISPATCHER	LINE ASSIGNMENTS	RADIO CHANNEL
Branch Line	Lehigh Line--CP-Allen (Allentown) to CP-M&H Jct.	1
	RBM&N RR--CP-Lehigh to CP-Dupont	1
	Amboy, Chemical Coast, Freehold, Port Reading, Southern Secondaries	3
	Ashmore, Cement, Hudson, Portland, Stroudsburg, Washington Secondaries	1
Chesapeake	Landover Line	1
	Delmarva, Herbert, Indian River, New Castle Secondaries	1
	Popes Creek Secondary	2
Harrisburg East	Buffalo Line--CP-Stoney (Dauphin) to CP-North Keating	3
	Harrisburg Line--CP-Bird and CP-Titus to CP-Tara (Hummelstown)	3
	Reading Line--CP-Blandon to CP-Wyomissing	3
	Pottsville Branch	3
	Lycoming Valley RR (Linden Wyes and Corning Secondary)	3
	Watsonstown Secondary	3
Harrisburg Terminal	Buffalo Line--CP-Rockville to CP-Stoney	4
	Harrisburg Line--CP-Tara to CP-Harris	4
	Pittsburgh Line--CP-Harris to CP-Cannon (Duncannon)	4
	Lurgan Branch	4
	Royalton Branch--Royalton to CP-Harris	4
	Hagerstown Secondary	4
Lehigh Line	Lehigh Line--CP-Valley (Newark) to CP-Allen (Allentown)	2
	Reading Line (CP-Allen and CP-Bethlehem to CP-Blandon)	2
	Bethlehem, C&F Secondaries	2
Main Line	Harrisburg Line--CP-Rock (Manayunk) to CP-Titus	1
	Morrisville Line, Morrisville, Wood Connecting Tracks	1
	SEPTA Norristown Line--Kalb to CP-Norris	2
	Trenton Line--CP-Nice to CP-Newtown Jct., CP-Cheltenham Jct. to CP-Wood,	
	CP-Wing (West Trenton) to CP-Port Reading Jct.	1
	Fairless Branch	1
Philadelphia	Dale Secondary	1
	Harrisburg Line--CP-Penrose to CP-Rock	2
	Trenton Line--CP-Park to CP-Nice	2
	Arsenal Connecting Track, Delair Branch	2
	Beesley's Point, Bordentown, Chester, Penns Grove, Vineland Secondaries	2
Port Road	Enola, Port Road Branches	2
	Royalton Branch--CP-Shocks to Royalton	2
	Columbia, Lititz, New Holland, Shippensburg, York Secondaries	2
River Line	River, Passaic & Harsimus Lines	4
	National Docks, Northern Branches	4

KEY TO RADIO CHANNELS: 1 - 160.80 MHz (AAR 46)
 2 - 161.07 MHz (AAR 64)
 3 - 160.86 MHz (AAR 50)
 4 - 160.98 MHz (AAR 58)

SOURCE: Philadelphia Division Timetable #3 effective July 1, 1996

WEST CHESTER TOURIST RAILROAD PLANS FALL STARTUP

The new West Chester Railroad plans to begin tourist service between West Chester and Glen Mills in early fall 1997, according to Vice President & General Manager Donald Callender. The operation will utilize seven miles of the former Pennsylvania Railroad West Chester branch, now owned by SEPTA but leased to the Borough of West Chester under an agreement effective October 29.

WCRR's first locomotive, former Ohio Central GP9 #99, was delivered to Glen Mills by SEPTA SW1200 #50 on that date, and parked in front of the restored station which will be the terminal point for the tourist operation. A new station and yard are to be constructed in West Chester. The fledgling road also has purchased Alco S2 #3 and General Electric 70-tonner #9, and will bring to the site four ex-Reading Blueliner coaches now stored at Hockessin, DE and Jim Thorpe, PA. Trackwork began in October to bring the West Chester-Glen Mills trackage up to Class 1 standards for 15-mph operation.

GP9 #99, originally Baltimore & Ohio #6499 built by EMD in 1956, is to be painted in a tuscan-red scheme, together with the cars. Glen Mills station, a brick structure built by the PRR about 1881, has recently been enhanced by an exact replica of the red-and-gold station sign donated by the Philadelphia Chapter of the PRR Technical & Historical Society.

Chapter Member Hank Habbersett was among the SEPTA crew that towed engine #99 to Glen Mills.

CSX IS TOP DOG IN SCRAMBLE FOR CONRAIL

by Frank Tatnall

It's a battle of the titans. CSX and Norfolk Southern are clawing and scratching for the privilege of buying Conrail, and each is willing to put up billions of dollars which leads some analysts to ask whether Big Blue is worth the money. But everyone agrees that Conrail's main attraction is its franchise in the populous Northeast, especially its near-monopoly in the New York City region--America's #1 consumer market.




CSX's announcement on October 15 that it had agreed to merger terms with Conrail stunned both the railroad industry and Wall Street. Its offer seemed generous: \$92.50 per share for the first 40 percent of Conrail stock, and 1,856 shares of its own stock for each of the remaining CR shares. Within a week, longtime suitor Norfolk Southern jumped in with a rich--and hostile--takeover proposal, offering \$100 per share for all of Conrail's outstanding stock, some 90 million shares. CSX responded by upping its cash offer to \$110 per share, which NS quickly matched. But NS proclaimed to all who would listen that its deal--worth \$9.9 billion--is much better than CSX's because the CSX stock swap would be worth only about \$84 per Conrail share, diluting the CSX package to about \$8.6 billion or \$95 per share.

NS, however, was up against a couple of potent CSX weapons: the Conrail board of directors and Pennsylvania's tough anti-takeover law. On November 7 the board formally rejected the NS overture because it was "unanimously determined that the combination with CSX was and is in Conrail's best interest." It was clear that the board felt insulated from a hostile takeover by the 1990 Pennsylvania statute, which gives corporations based in this State the right to consider the welfare of "constituencies" other than shareholders in determining the merits of a merger or takeover bid. Those other interests include employees, customers, suppliers and affected communities. Just to make sure, Conrail and CSX laced their agreement with various "poison pill" provisions, a \$300-million penalty for backing out of the deal, and a pledge not to negotiate with any other bidder before July 1997.

CSX also sweetened the pot with a promise to move its corporate offices from Richmond, VA to Philadelphia. Conrail Chairman & CEO David M. LeVan said that these 200 employees "will be added to the 1,800 people at Conrail headquarters here." The merged railroad would build a new yard on the property of the former Naval Base in South Philadelphia. CSX and Conrail even placed a full-page ad in major newspapers on November 25, declaring that this "is a merger of equals, working together to become the premier global transportation company... We will deliver for American business." The ad claimed that the merger will result in \$730 million in savings from operating efficiencies.

Meanwhile, NS sought redress in the courts, contending that the Conrail-CSX pact illegally restrained shareholders from obtaining the maximum return for their stock. This was due to the so-called "front-loading" of the offer, i.e., paying cash for only the first 40 percent. NS also leveled a number of other charges, including one that LeVan conspired to assure himself a top job in the merged company and a big boost in salary.

But NS received a setback on November 19 when a Federal judge in Philadelphia, after a daylong hearing, refused to block the CSX deal. Judge Donald VanArtsdalen said that "I'm sure the directors of Conrail are in a better position to make these business judgments than the court." The next day an appeals court also turned aside the NS plea, which allowed CSX to proceed with the purchase of 19.9 percent of Conrail stock--the maximum permitted under State law at this stage. The offer was oversubscribed. The price paid of \$110 per share compared with the current market price for Conrail stock of about \$96, while CSX stock was trading at around \$45.

The next step in this high-level war will be a special meeting of Conrail shareholders set for mid-December. At that time Conrail and CSX, which now jointly control 30 percent of the shares, will seek approval for Conrail to "opt out" of the State law, allowing CSX to acquire additional stock. NS will try to have stockholders reject the CSX plan. If it is approved, the merger must still go before the Federal Surface Transportation Board, a process expected to extend through most of 1997. And the House Commerce Committee, under Chairman Bud Shuster of Pennsylvania, indicated last month that it will take a close look at any Conrail sale, given Uncle Sam's huge investment in the railroad.

David L. Paden

April 19, 1996

We regret to inform you of the passing of Chapter Member David L. Paden, of Berwyn, Pennsylvania on April 19, 1996. Dr. Paden was 65 years of age.

A member of NRHS since 1977, Dave was born in Berea, Ohio in 1930, son of a New York Central train dispatcher.

Services were held on May 3, 1996 in Richmond, Virginia.

WELCOME LINE TO RETURN FOR HOLIDAY SEASON



SEPTA's Welcome Line trolleys will return to center city for the holiday shopping period from November 29 to December 29 (except Christmas Day). PCC cars, possibly supplemented by Peter Witt #8534, will operate over 12th-Bainbridge-11th-Noble Streets loop every 20 minutes between 10:30 AM and 7:30 PM weekdays and 10 AM-5 PM on weekends. As before, the primary boarding location will be on 12th Street below Arch.

The special service is sponsored by the City of Philadelphia and SEPTA to provide an extra attraction for holiday shoppers. No fares will be charged.

Earlier, on November 20 and 21, red PCC #2799 operated over the Welcome Line in connection with the Celebrate Age Expo then underway in the Convention Center. And on December 4 the Center City District scheduled a two-hour meeting at the Marriott Hotel with the theme "Back on track? How trolleys can enhance tourism in Philadelphia." Speakers were to include a planning engineer from Portland, OR and a tourism official from San Francisco, both of which cities are known for their trolley systems.

For further information on Welcome Line service, telephone SEPTA Light Rail at 215-580-3773.

EAST PENN FINALLY BEGINS KUTZTOWN SERVICE

East Penn Railroad launched its tourist passenger service out of Kutztown, PA on the weekend of November 2-3, after a delay of nearly four months due to regulatory problems. The service is operated with General Electric 50-ton locomotive 44 and two ex-Reading Blueliner coaches (with traction motors removed), all painted in a pleasant medium shade green. The Blueliners, bearing their original Reading numbers 838 and 879, are named the Kutztown and Topton. They operate on the four-mile Kutztown branch, built as the Allentown Railroad, between those two towns.

Service will continue through the weekend of December 21-22, leaving the classic Kutztown depot at 12 Noon and 2 PM. Fares are \$8 for adults, \$7 for seniors (65 and over) and \$4 for children (2-12). For information, telephone 610-683-9202.

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