

CONRAIL

SEPTEMBER 1998



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Volume 59

Newsletter of the

Number 8

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

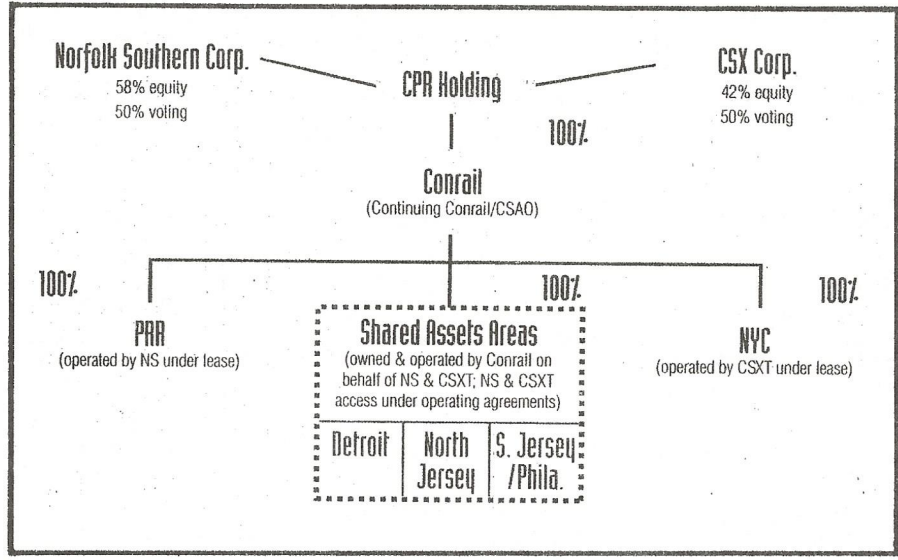
Post Office Box 7302

Philadelphia, PA 19101

Conrail Sale Final; Split Delayed to '99

Saturday, August 22 was a red-letter day for the railroad industry. That was the effective date of the Surface Transportation Board's decision permitting CSX and Norfolk Southern Corp. to jointly purchase Conrail, Inc. "We are very happy to have this milestone completed," said NS Chairman & CEO David R. Goode, "but we aren't going to celebrate. On the contrary, we're going to redouble our efforts to do this transaction in the safest, most service-oriented way."

But Conrail still exists as a corporate entity, and in fact continues to operate its railroad as if nothing had happened on August 22. This is because CSX and NS are not ready to assume direct operation of their respective parts of Conrail--having wisely decided not to risk a Union Pacific-style operating debacle and likely bring re-regulation of the industry. Their best estimates of an actual takeover date now range from January 1 to April 1, 1999, and until that time Conrail will run its own system with its own people at the Philadelphia headquarters and the five operating divisions--although with some CSX and NS oversight. One thing that did change on August 22 was the buyers' right of access to proprietary commercial information, which until then Conrail was required to keep confidential.



The corporate structure may be seen in the diagram (left), reproduced from the NS employee magazine Thoroughbred Paces. Conrail is jointly controlled by CSX and NS, with CSX holding a 42-percent equity in the railroad and NS 58 percent, but their voting rights are split 50-50. This means that each will select half of Conrail's new board of directors. Conrail, in turn, will have two subsidiaries, Pennsylvania Lines (PRR) which NS will operate under lease, and New York Central Lines (NYC) which will be leased to CSX. In addition, CSX and NS have concluded an agreement to divide Conrail's locomotives, freight cars and work equipment.

Conrail will also directly operate the three so-called Shared Assets Areas (Philadelphia/South Jersey, North Jersey and Detroit), accessible to both CSX and NS. Conrail crews will

perform the actual yard operations and customer switching on a neutral basis, with all marketing, sales and billing functions to be handled by the parent roads. The operating base for the Philadelphia/South Jersey area will be at Conrail's present Philadelphia Division offices in Mount Laurel, NJ. Overall, about 1,400 union and as few as 100 management employees will be needed to run the Shared Assets Areas, with a small staff most likely remaining at the Two Commerce Square Building in Philadelphia. Sadly, for the first time in more than 150 years, the city will no longer be able to claim the headquarters of a major railroad.

Timothy T. O'Toole, formerly Conrail's senior vice president-law & public affairs, has been named president of the "new" Conrail. John A. McKelvey, another former Conrail official, will be senior vice president-finance & administration; Donald N. Nelson, until recently president of Metro-North Railroad, will be VP-operations; and Cheryl Cook the VP-law & resource planning. Conrail's Chairman & CEO David M. LeVan left the company with a generous financial settlement at the time of the CSX-NS takeover, and a number of high-ranking Conrail officers have already moved to key positions at CSX and NS.

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 (\$19.00 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!

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

MEETING NOTICE:

FRIDAY EVENING, SEPTEMBER 18, 1998

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)

We will begin our 1998-1999 meeting season on Friday evening, September 18 as National Director Frank Tatnall provides us with an illustrated slide talk entitled "Louisville in the Sixties". This in-depth look at the railroads serving this Ohio River city was shot by Frank while assigned there as a Pennsylvania Railroad sales official. Included will be some views of Kentucky Derby trains. Make plans to be with us on September 18 as we view this vintage program.

As announced in August **Cinders**, the Chapter's usual sit-down dinner service will be continued again for the 1998-1999 season, providing members support this social activity. The dinner will be served in the Eakins Lounge, at a cost of \$19.00 per person, beginning at 6:15 PM. Member Bill Gardiner has volunteered to handle DINNER RESERVATIONS, WHICH ARE MANDATORY. RESERVATIONS MUST BE MADE BY TUESDAY EVENING, SEPTEMBER 15, 1998 to Bill Gardiner at 215-632-7016. This is a strict deadline, and you are asked to specify when ordering if you desire a fish dinner. ALL MEMBERS DESIRING DINNER MUST MAKE A SPECIFIC RESERVATION TO BILL, PLEASE!

Looking forward through Fall 1998, our October 16 program will feature Chapter members' summer experiences (start going through your slides, please!), the November 20 program is Philadelphia Chapter's Railroaders Auction, and on December 11, we'll see Member Paul Kutta's slide program entitled "Moscow to Hong Kong". Make sure you mark your calendar with these dates, and bring a friend to our meeting.

FP7 #903 NEWS - from Equipment Chairman Bob Morris



The FP7 Committee met at Pocopson on Saturday, August 8, to review various logistical items dealing with Philadelphia Chapter #903 and Lancaster Chapter #902.

Equipment Chairman Bob Morris has announced that a plaque, dedicated to the memory of the late Michael F. Hopkins, former FP7 Equipment Chairman, will be unveiled at a ceremony to take place at Pocopson on Saturday, October 10, 1998, at 2 PM. All Chapter members are cordially invited to attend, and light refreshments will be served following the dedication. If you plan to attend, kindly contact Bob Morris at 610-543-8010. The Pocopson site is located on Pennsylvania State Route 926, just west of Pennsylvania Route 100 in Chester County.

This fall, help is also needed to wash and wax both the 902 and 903, beginning on Saturday, September 5th. If you are able to assist in this effort to keep these two locomotives looking their best, please call Equipment Committee Member Bruce Irvin at 610-352-7063.

Members are also reminded of the fund-raising effort the Chapter is conducting to help continue the ongoing restoration of the FP7's, and all donations of \$15 or more will be rewarded with a handsome metal pin created by Member Joe Mannix. To become a "Friend of 903", please see details on Page 2 of August **Cinders**.

Chapter Members to Receive 25-Year NRHS Pins

Eleven more members of Philadelphia Chapter this year will receive the silver pins signifying 25 years of continuous membership. They are:

R. Bruce Brown

David G. Grier

James N. J. Henwood

James R. Kramer

Jeffrey N. Leknes

Jack R. Potter

Philip O. Ritter

Christopher F. Schulte

Lawrence C. Steingarten

G. Gerrish Williams

Zigmund Wisniewski

Pins will be mailed to all members. All of these members are to be congratulated on their long and faithful service to NRHS and our Chapter.



The long-awaited announcement that Amtrak would extend the Pennsylvanian to Chicago was made on August 10. The present train numbers (42-43) will be retained, as will the name Pennsylvanian, for the present. It is known that a contest is to be held among Amtrak employees to select a more appropriate name.

To effect the change, several things will happen. First, Amtrak will place in service a new Keystone schedule between New York and Harrisburg on the current Pennsylvanian schedule. This change and the institution of the new Pennsylvanian schedule will take effect on Sunday, October 25. Until Saturday, November 7, however, the Pennsylvanian will operate only between Philadelphia and Pittsburgh. After that date, and following completion of some Conrail trackwork, the train will then be extended to Chicago, and will operate on the following schedule:

	Train #43		Train #42		
Leave	PHILADELPHIA	6:35 AM ET	Leave	CHICAGO	6:00 AM CT
"	HARRISBURG	8:47 AM ET	"	SOUTH BEND	7:30 AM ET
"	ALTOONA	11:20 AM ET	"	TOLEDO	11:20 AM ET
Arr.	PITTSBURGH	2:17 PM ET	"	CLEVELAND	1:15 PM ET
"	CLEVELAND	5:45 PM ET	Arr.	PITTSBURGH	4:53 PM ET
"	TOLEDO	8:08 PM ET	"	ALTOONA	7:28 PM ET
"	SOUTH BEND	9:40 PM ET	"	HARRISBURG	10:17 PM ET
"	CHICAGO	11:59 PM CT	"	PHILADELPHIA	12:25 AM ET

Amtrak's press release indicated that leg-rest coaches and an Amcafe or Amdinette would be assigned, and the train will be all-reserved between Harrisburg and Chicago. There is no connection between New York and Philadelphia for the new schedule, but there are Greyhound buses which are a short taxi ride from 30th Street Station. Also, the McDonald's restaurant at 30th Street is open all night.

The train will likely allow better allocation of mail and express cars while also allowing for more capacity in this business, which will hopefully develop. Rail enthusiasts can use the train for a number of weekend trips to points such as Altoona, Pittsburgh and Cleveland. Or, you could ride the Lake Shore Limited (Train #49) from New York to Cleveland and return to Philadelphia on #42. Also, you would be able to ride #43 westbound on Saturday, for instance, to Elkhart, IN and return east on the Lake Shore to New York. Other combinations are available via the Capitol Limited out of Washington.

With the above change, Amtrak will offer five trains between the East and Chicago, each with something of its own personality. Since, as most of you are aware, I live in Binghamton, NY, I normally use the Lake Shore, but I've done them all at one time or other, and thus below is a thumbnail sketch of each train.

The Lake Shore Limited operates via the old New York Central route through Albany, Buffalo, Cleveland and South Bend, carrying a Boston connection via Albany-Rensselaer. The train is the last departure from the East and may offer a better choice to passengers living north of Philadelphia since the train offers full dining and lounge cars as well as Viewliner sleepers. Most of the year, the westbound segment from Cleveland to Chicago and eastbound across New York State is traveled in daylight. Coming east from Chicago, the comparatively late departure offers a somewhat safer choice for passengers connecting from western trains. While the dining car is not open leaving Chicago, the Union Station food court offers a wide variety of meal choices before leaving.

The Three Rivers until now has been the spiritual descendent of trains like the Pennsylvania Railroad's Admiral in its last years. Heavy on mail, the train offers coach service only and (usually) a Horizon Fleet dinette-lounge car. On the plus side, a late afternoon departure westbound from Philadelphia and the last eastbound departure from Chicago (45 minutes after the Lake Shore), make it attractive. The train operates via the former Pennsy west to Pittsburgh, and then via CSX's ex-B&O route, through Akron, OH, which was restored as a stop on this route effective August 10. Eastbound, of course, there's the beautiful Pennsylvania daylight trip.

The Pennsylvanian will be operating through to Chicago as of November 7, and this train will leave very early and arrive very late at both terminals, so this train probably would be a best bet for those who drive and park at 30th Street Station or are within taxi distance of Chicago Union Station. For the hardy, there is Greyhound service available between Philadelphia and New York. On the shortest days of the year, there should be daylight as far as Cleveland westbound and Pittsburgh eastbound. This train will be good for weekend trips to wherever looks good, as well as providing excellent opportunity to view Conrail/NS's freight conveyor!

The Capitol Limited operates between Washington and Chicago, following the old B&O route to Pittsburgh and thence via the Conrail route through Cleveland, Toledo, South Bend to Chicago. This is a full service, all-Superliner train making late afternoon departures and mid-morning arrivals. Best time to ride is the summer, when the Sightseer lounge provides great views of the Potomac Valley and the Alleghenies. This train, as well as the Cardinal, is perhaps the best choice for smokers since both carry a Superliner smoker-coach with a downstairs smoking room.

ON THE SCENE (Continued from Page 3)

The Cardinal itself operates on a very leisurely schedule from Washington to Chicago via the old C&O route to Cincinnati and thence over a variety of lines on through Indianapolis to Chicago. This is also a full-service Superliner train, with the eastbound run providing spectacular scenery in the New River Gorge in West Virginia and over the Blue Ridge mountains in Virginia. A fairly late eastbound departure from Chicago means a late arrival in Washington, but you can connect north. Likewise, the westbound train requires an early Corridor connection to Washington, and a morning arrival in Chicago. Watch though, as the Cardinal is only tri-weekly, departing Washington on Sunday, Wednesday and Friday, and leaving Chicago Tuesday, Thursday and Saturday.

Following summer vacation, Amtrak's Beech Grove facility is beginning to turn out some equipment. Two new dormitory cars were released in August, and these were 2515 (ex-2983-Pine Arroyo) on August 7 and 2516 (ex-2913-Pacific Gardens) on August 13. At least four additional Heritage 10-6 sleepers are in various stages of conversion and they are 2920-Pacific Mist, 2933-Pacific Skies, 2987-Pine Shore and 2993-Pine Gorge.

Wreck-damaged Genesis P40 #815 was released on July 29, apparently the first of its class to receive the new color scheme (similar to the Northeast Corridor P42's). Also, Superliner 31016 was released on July 17 from wreck repairs. It had been planned to release the car as the 34th smoker-coach, but instead it appeared as a straight coach-baggage car. All four 1850-series baggage cars (with bicycle and ski racks) have been done, with 1850 (ex-1179) released 6-24-98, 1851 (ex-1178) on 6-26-98, 1852 (ex-1138) on 7-01-98, and 1853 (ex-1191) on 8-13-98.

In other equipment items, former El Capitan diner 39983 was stored on July 14, leaving only the 39981 as a backup car at Los Angeles. Pacific Class Amcoach 44871 was stored rather than being rehabilitated and thus two San Diegan round-trips (Trains 570, 577, 580 and 587) must use a 51-seat Amcafe until presumably, new California cars are delivered. Amlounge II #28012 is now being rebuilt at Chicago as the second of this series with an enclosed smoking room. Inspection car 10001-Beech Grove has been released from Bear, DE shops after a long overhaul.

The full consist of the first Turbo trainset being rebuilt at Super Steel near Albany, NY is cabs 155 and 158, coaches 170, 172 and cafe 183.

Two more American Flyer electric high-speed trainsets have been ordered from Bombardier-Alstom by Amtrak. This makes a total of 20 sets. Originally, Amtrak expected to operate several trains of existing Metroliner trainsets but there will now be enough new equipment to operate all planned premium service (18 trainsets plus two spares for scheduled maintenance). The trains are being built by a consortium of Bombardier and Alstom (formerly GEC-Alstom). Assembly is taking place at three different plants: Barre, Vermont, Plattsburgh, New York, and La Pocatiere, Quebec.

Here is a recap of some details on the new equipment. The cars can be hauled by fossil-fueled locomotives, and a separate pilot program (funded by the Federal Government) expects to acquire two power units. Later, presumably, trainsets would be purchased to form one or more demonstration trains, possible for some Intercity trains out of Chicago. However, that's conjecture for now.

The electric power units will be 69' 7" long, 14' 2" high, and 10' 5" wide. They'll generate 6,000 horsepower each, with four motors per unit. Three kinds of electric power can be handled by the units: 25 Kv-60 Hz, 12.5 Kv-60 Hz and the traditional 11 Kv-25 Hz (Hz is what many still call "cycle"). The power units will have a Type H tight-lock coupler at the front (for towing) and a semi-permanent drawbar connecting to the trainset. Members may remember a presentation which described how the locomotives were designed with crushable structural elements to absorb the impact of a collision in the unoccupied areas, helping to protect the crew (and passengers) in the event of a collision.

Each of the six cars in each trainset will be 87', 5" long, 10' 4" wide, and 13' 11" high. End first-class cars will have one vestibule (at the end facing the power unit), two lavatories (including one ADA-style), and 13 pairs of seats and 15 singles (one for wheelchair passenger). A food service module (or "trolley") occupies the space where a second vestibule would otherwise be located.

The three standard coaches include two lavatories (again, one is ADA accessible), 65 seats (including a single for wheelchair passengers) and a baggage rack. Each of these cars has a vestibule at each end.

The bistro cars will also have vestibules at each end of the car, a lavatory and a long open space split roughly in half, with one end including seven stools at a curving counter (facing the center of the car) and a long snack bar against the opposite wall in the other half. It's expected you will take your food purchases to your seat (the forthcoming Capstone 2001 cars will be similar).

The end coach also has a single vestibule, at the locomotive end, as on the first-class car. And, as on that car, it appears that a food-service trolley is located in the space where the other vestibule would normally be. This car has 65 seats, too, but only one lavatory.

The trucks are based on those used on French TGV trains and the tilting feature will permit faster speeds through curves (let's see how fast they take the curve through Frankford Junction!).

In a couple of minor items, the American Orient Express has been operating around Canada behind Canadian National GP40-2W #9671 (ex-GO Transit 704) and Amtrak F40's 334 and 347.

Ex-Reading T-1 4-8-4 #2100 has been sold to a Canadian party and will receive the extensive repairs needed to return it to active service.

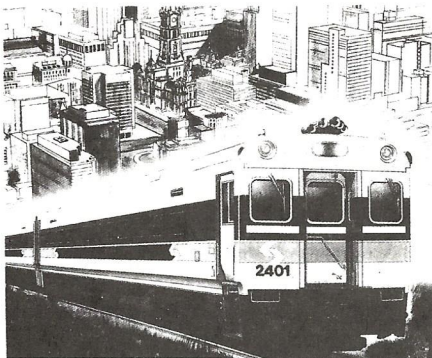
PHILADELPHIA

EXPRESS



FRANK G. TATNALL, JR.

A month after the end of the SEPTA transit strike in July, ridership on the Regional Rail system was up nearly ten percent compared with a year ago. It's uncertain whether this will result in a long-term gain.... Work on rebuilding the Cresson Street viaduct in Manayunk began July 20 and will continue through early November. Single-tracking through the area has resulted in increased running times for R6 Norristown trains, and there will be some weekend shuttle busing between Wissahickon and Miquon stations.....SEPTA has redesigned the outer end of the West Chester Line between Elwyn and Glen Mills as the Glen Mills running track, with a ten-mph track speed for freight trains.



It now appears that all five of the retired Pioneer III (Silverliner I) MU cars will not go to the AAR Test Center at Pueblo, CO (see April Cinders). The Railroad Museum of Pennsylvania at Strasburg has expressed an interest in one of the Budd-built cars, and other museums may get a chance. The cars remain in storage at Wayne shop.....The latest series of Regional Rail timetables now feature Silverliner IV #303 on the front panel, replacing employee photos (except for the R1 Airport timetable which shows "yellowbird" #237, the R2 Wilmington with #176 and the R5 Paoli-Downingtown with AEM-7 #2307).

The Bucks County Planning Commission is backing a \$145,000 preliminary study to determine the feasibility of restoring passenger service on the former Reading Bethlehem branch between Lansdale and Bethlehem, and on the Stony Creek branch between Lansdale and Norristown. A study last year funded by the Lehigh & Northampton Transportation Authority concluded that restoration of the Bethlehem branch for diesel-powered service would cost nearly \$65 million, and for electrification \$113 million. But this new push by Bucks County, with cooperation from Montgomery County, may have more impact in light of the growing population in Upper Bucks.

PennDOT has announced plans to increase parking at the R7-Cornwells Heights station by almost 100 spaces, for use by local-area riders. The huge 1,600-space lot opened by PennDOT last fall, at a cost of \$15.5 million, is intended to lure drivers from I-95 and is not accessible to nearby customers. Currently, only about 400 of the 1,600 spaces are filled on weekdays, but PennDOT expects a large increase when the rebuilding of I-95 begins in the year 2000. A new inbound platform at Cornwells Heights opened last spring, about 700 feet west of the old smaller platform. Also programmed for parking lot enlargements are the R3 Trevoise and Neshaminy Falls stations, in connection with the I-95 project.

The R7 Trenton-Chestnut Hill East Line, whose managers are based at the Cornwells Heights station, now has its own E-mail address for comments by riders. It is: r7line@p3.net. Interestingly, the one-page notice on this subject contains a graphic of a vintage UNION PACIFIC passenger train.....We erred last month in our report on the SEPTA strike. The set of "Boise Budd" cars leased for use on the Media-Elwyn line came not from MARC but from VIRGINIA RAILWAY EXPRESS.....PRRT&HS reports that the Friends of the Wissahickon is looking to develop part of the Pennsy's long-abandoned Fort Washington branch into a hiking-biking trail.

SEPTA is continuing its campaign to regain the ridership lost during the 40-day City Transit Division strike that ended July 10. From a high of 28 percent the loss had been pared to 14 percent as of late last month. One big incentive was the 20-percent discount offered on all passes during August. But the newspapers carried interviews with a number of former riders who said that they were totally turned off by the strike and had found permanent alternatives to SEPTA--such as riding their bicycles.....As a result of the Transportation Equity Act ("TEA-21") which was signed into law in June, Federal transit appropriations for Fiscal Year 1999 beginning this October 1 will be 14.5 percent above FY 1998 levels (\$5.3 billion versus \$4.6 billion). With a total of \$42 billion authorized for transit capital projects over the next six years, the American Public Transit Association called TEA-21 a "home run" for transit (Railway Age).....In spite of the strike, SEPTA wound up FY 1998 on June 30 with a balanced budget (DVARP).

After a long delay, SEPTA has issued its revised Official Philadelphia Street & Transit Map. Similar to the previous map dating from 1990, it shows all current routes along with updated travel information. The map sells for \$6.95 at SEPTA outlets and some newsstands.

SEPTA this month inaugurates express bus Route 123 between 69th Street Terminal and King of Prussia, via the Blue Route and Schuylkill Expressway. SEPTA says the seven-day-a-week service means "getting to King of Prussia is as easy as 1-2-3".....SEPTA's also proposing increased bus service to International Airport as part of its annual City Transit Division Service Plan, on which hearings will be held this month.....As part of a program to increase clearances for double-stack container trains on its Baltimore-Philadelphia mainline, CSX has asked SEPTA to raise the trolley wire at the Main Street crossing in Darby. But the 22-foot clearance required could pose problems for trolley pole contact on Route 11 cars.....Neoplan bus 3414 has been repowered with a four-cylinder Detroit Diesel engine, same as in the new Ikarus buses. More Neoplans may also have their six-cylinder engines replaced (John Ricciardi).

(Continued on Page 6)



PHILADELPHIA EXPRESS (Continued from Page 5)



AMTRAK's funding for Fiscal Year 1999 is still up in the air, with action by Congress not expected until later this month. The Senate overwhelmingly approved \$555 million and the House \$609 million, the latter figure close to the \$621 million requested by Amtrak and the Clinton Administration. An amendment by Senator Richard Shelby of Alabama, an Amtrak opponent, would require that the amount of subsidy be shown on every Amtrak ticket, but this was extended to airline tickets and highway signs as well. Thus, it is likely this will be dropped in the House-Senate conference.....The new AMTRAK Reform Board was seated in late June, after the Senate confirmed Michael Dukakis, the former Governor of Massachusetts; Mayor John Robert Smith of Meridian, MS; and Governor Tommy Thompson of Wisconsin. With Transportation Secretary Rodney Slater who required no confirmation, the four constitute a quorum as specified in last year's Amtrak legislation. Three other candidates await confirmation. The reform board is not to be confused with the separate Amtrak Reform Council, headed by New Jersey Governor Christine Todd Whitman, whose job it is to monitor Amtrak's financial performance (NARP).

AMTRAK has exercised its option to acquire two additional "American Flyer" high-speed trainsets from the Bombardier-Alstom consortium for \$33.9 million. This brings to 20 the total number of trains on order for Boston-New York-Washington service. The first set is due to begin testing at the AAR's Pueblo (CO) center next February, with Amtrak still insisting that revenue service will start in the fall of 1999. Fifteen heavy-duty electric locomotives also are included in the program.....The Federal Railroad Administration has ordered the installation of a new Advanced Civil Speed Enforcement System (ACES) as part of the rebuilding of the Northeast Corridor between New Haven, CT and Boston. The new system will operate in combination with existing cab signal and automatic train control systems on the Corridor, and must be installed between New York and Washington before Amtrak can begin its planned 135-mph service, which is ten mph faster than the current maximum speed. NJ TRANSIT also will install the ACES system on its trains that use Corridor trackage.

AMTRAK plans to test one of its five new Talgo trainsets on the Northeast Corridor beginning this November. Five of the Spanish-designed trains are being assembled in Washington State for West Coast service.AMTRAK is continuing its tie replacement program on the Harrisburg mainline, now concentrated between Parkersburg and Lancaster. With the #1 eastbound track out of service on weekdays, all trains must operate over the #4 westbound track, with "Park" tower temporarily reopened.....Major reconstruction work at Wilmington station continues, with platform work requiring that the #3 track be temporarily converted into a stub-end track for SEPTA use. South of the station the #2 track has been cut and thrown over to connect with #3. Meanwhile, Amtrak is advertising its Wilmington service in connection with the much-ballyhooed "Nicholas and Alexandra" exhibit of artifacts from the Russian imperial family, now showing at the Riverfront Arts Center in Wilmington.

AMTRAK ridership in the Northeast hit a three-year high in July when 1,036,738 passengers rode its Northeast Direct, Metroliner, Keystone, Clocker, Empire Service and Vermont trains. This was a 6.1 percent increase over July 1997 (Amtrak).....The Association of American Railroads has withdrawn its suit against the Surface Transportation Board over STB's decision allowing AMTRAK to handle express and premium freight shipments in passenger service. While the AAR is largely made up of freight railroads, which opposed the Amtrak plan, Amtrak is also an AAR member.....AMTRAK has set a "Family Day" open house at Wilmington shop on September 12 for shop employees and their families. The event is not open to the public but it is possible that ID's will not be checked at the gate.....LANTA, the Lehigh Valley-area transit authority, is trying to boost ridership on its new express bus service between Bethlehem and 30th Street Station. To date patronage has been sparse, which threatens the continuance of the experimental AMTRAK Thruway service subsidized by LANTA.....AMTRAK operated an 11-car charter train from Philadelphia to Altoona and return on July 22 for a convention of the Lionel Collectors Club of America (Harrisburg Chapter).

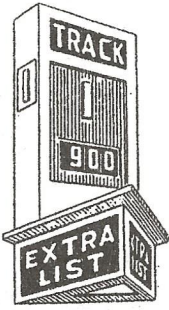
On the eve of its sale (see story elsewhere in this issue), CONRAIL on August 14 was hit by a ten-hour strike called by the Brotherhood of Maintenance of Way Employees. The issue was the use of non-BMWE workers to install new track at Marysville, OH, but CONRAIL and AMTRAK suffered widespread disruptions until a Federal judge in Philadelphia issued an order to end the walk-out.....Two firefighters were injured on August 11 while fighting a fire

in a piece of heavy equipment at CONRAIL's Morrisville Intermodal Terminal.....The Inquirer reported that the U.S. Postal Service at an August 18 ceremony in Washington honored CONRAIL for its "virtually unmatched" service. In a reference to Conrail's impending demise, a plaque presented to railroad officials read in part, "It was a good run." The Postal Service is said to be apprehensive about service quality after the takeover of Conrail by CSX and NORFOLK SOUTHERN.

The new connection between CSX's mainline and CONRAIL's Harrisburg Line at Grays Ferry, Philadelphia, should be completed by October. It is expected that a number of CSX trains now routed along the east bank of the Schuylkill River will henceforth move over the High Line, as well as across the Conrail bridge to South Philadelphia.....CONRAIL's Juniata shop is well along in assembling those 24 EMD SD70 locomotives in the 2557-2580 series, with #2566 released August 15. Painted in the standard "Conrail Quality" scheme and featuring the conventional narrow short hood as specified by NS, the units will carry those numbers into the NS fleet. Juniata may also receive an order to assemble a large number of units from General Electric-supplied kits for NS and BURLINGTON NORTHERN & SANTA FE.

NJ TRANSIT's \$450-million project to build a 33-mile light rail line between Camden and Trenton is on track, according to State Transportation Commissioner John Haley. Five consortiums have submitted bids for the "DBOM" (design-build-operate-maintain) contract, which should see the start of construction next year for completion in 2002. There is still some vocal opposition in the area.....The Atlantic City Jitney Association in July began service between the Atlantic City rail station and casino hotels, replacing NJ TRANSIT buses. As a result, NJT expects to reduce its costs by \$900,000 a year, justifying its purchase of the new jitney vehicles (DVARP).....Ben Friedland, 56, the longtime president of shortline MORRISTOWN & ERIE RAILWAY at Morristown, NJ, died suddenly on August 3.

(Continued on Page 9)



SEPTEMBER 12-13, 1998: Railroad Festival '98 will be held at the Whippany Railway Museum, Route 10 West, Whippany, NJ, with special theme "Railroads and the Military", Saturday, 11 AM-5 PM, Sunday 12 Noon-5 PM, rain or shine. Event is sponsored by the Whippany Railway Museum and the United Railroad Historical Society. Admission by donation. Historic diesel train rides hourly 12 Noon to 4 PM. Fare: Adults \$7.00, children under 12, \$4.00. For information, telephone 973-887-8177.

SEPTEMBER 13: "Over-and-under center city" excursion with SEPTA PCC car, including trip through subway-surface tunnel, over West Philadelphia diversion route, parts of Route 15 and center city Welcome Line loop, sponsored by Buckingham Valley Trolley Association. Only one car will be operated, departing from Elmwood depot, Island & Elmwood Avenues, at 10 AM, returning about 3 PM. Fare: \$25 per person. Order tickets from: George Metz, 13 Post Run, Newtown Square, PA 19073-3014, making checks payable to "BVTA" and enclosing stamped, self-addressed envelope.

SEPTEMBER 19: Special train on West Chester Rail Road sponsored by Philadelphia Chapter PRR Technical & Historical Society. Diesel-powered train leaves West Chester, PA (Market Street station) at 10 AM for Glen Mills, returning about 12 Noon. Photo runs will be made and food will be available on board. Fare: \$10 per person. Order tickets from: Philadelphia Chapter PRRT&HS, P. O. Box 663, Wayne, PA 19087-0663, enclosing stamped, self-addressed envelope for return of tickets. Beginning at 1 PM, an historical program on PRR in Chester County will be presented during PRRT&HS meeting at headquarters of Chester County Historical Society, 225 North High Street, West Chester. Admission is free and open to the public.

SEPTEMBER 19: Chicken dinner trip on Reading & Northern Railroad from Temple, PA, sponsored by Reading Company Technical & Historical Society. Fare: \$13.75 adults, \$8.75 children. For information, telephone 610-921-3381 (web site: www.vicon.net/Reading).

SEPTEMBER 19: "The Erie Streamliner" excursion on NJ Transit lines from Hoboken to Hackettstown, NJ and return, using E8A diesel locomotives painted in Erie Railroad scheme, sponsored by United Railroad Historical Society. Train leaves Hoboken Terminal at 9 AM, returns about 6 PM, with photo and lunch stops included. This is first fantrip with these locomotives since 1993. Fares: \$37 adults, \$20 children, \$79 parlor car. Order tickets from: URHS, P. O. Box 711, Clark, NJ 07066, making checks payable to "URHS/NJ" and enclosing stamped, self-addressed envelope. For further information, telephone 732-671-9644 between 7 PM and 9:30 PM.

SEPTEMBER 25: Special Amtrak train from Reading, PA to Philadelphia and return to celebrate 250th birthday of the City of Reading, sponsored by Historical Society of Berks County. Train leaves Franklin Street station, Reading, at 8 AM via Conrail Harrisburg Line to arrival at 30th Street Station about 10 AM after crossing West Philadelphia High Line. (Train ticket will allow free parking at Franklin Plaza Garage, Franklin Street in Reading.) Various tours will be offered in Philadelphia as part of the package. Train will leave 30th Street at 4 PM for return to Reading, with arrival at Franklin Street about 6 PM. Fare: \$99 per person. Order tickets from: Reading 250, 940 Centre Avenue, Reading, PA 19601, making checks payable to "Reading 250-HSBC" and enclosing stamped, self-addressed envelope.

SEPTEMBER 26: 10th annual Delaware Transportation Festival, sponsored by DeDOT and Delaware Transit in cooperation with Amtrak, 10 AM-5 PM at Amtrak station, Wilmington, DE. Many displays of current and vintage railroad rolling stock and locomotives, buses, automobiles, Operation Lifesaver, model railroads, plus food vendors. Admission free. SEPTA will provide hourly excursions. For information, telephone Doug Andrews at Delaware Transit, 302-577-3278, extension 3451. Philadelphia Chapter will be represented with a sales table.

SEPTEMBER 26: Diesel-powered excursions on Reading & Northern Railroad from Schuylkill Haven to North Reading, PA and return, departing at 11 AM, 1 and 3 PM, in connection with Schuylkill Haven Borough Days. Fares: \$10 adults, \$4 children (12 and under). For tickets and information, contact Reading & Northern Passenger Service, P. O. Box 218, Port Clinton, PA 19549-0219.

SEPTEMBER 27: "Historic Germantown Avenue by Trolley" tour on SEPTA Route 23 trackage from Chestnut Hill to Germantown and return aboard PCC car, sponsored by the Foundation for Architecture, Chestnut Hill Community Association and Philadelphia's Historic Northwest Coalition. This replaces tour scheduled for June 28 that was cancelled by the SEPTA strike. Excursion begins at Chestnut Hill loop at 1 PM with walking tour of this historic neighborhood. Trolley leaves about 2 PM with participants requested to get off at Tulpehocken Street for walk around Victorian Germantown. Car lays over at Ontario Street, then returns to Chestnut Hill about 3:30 PM. Fare: \$15 per person, with pre-registration requested by telephoning 215-569-3187.

THROUGH SEPTEMBER 30: Summer tours of Bethlehem Lukens steel mill at Coatesville, PA, Wednesdays from 9 AM to 12 Noon. Admission: \$5 per person, proceeds supporting restoration projects in Coatesville area. Long pants, walking shoes required, and climbing steps in extreme heat should be expected. Visitors must be at least 14 years of age. For reservations, telephone 610-383-2000.

OCTOBER 3: Rare mileage excursion on Reading & Northern's former Lehigh Valley mainline from Jim Thorpe to Mehoopany, PA and return, sponsored by Jersey Central Chapter NRHS. Diesel-powered special departs Jim Thorpe (Jersey Central station) at 9 AM. Several photo stops are scheduled and passengers are urged to bring their own lunches. Fare: \$35 per person. Capacity very limited. Order tickets from: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066-0700, enclosing stamped, self-addressed envelope.

OCTOBER 3-4: Altoona Railfest '98 at Altoona, PA, 9 AM-6 PM both days, sponsored by Altoona Railroaders Memorial Museum in cooperation with Conrail and Norfolk Southern. Events include walking tours of Conrail Juniata locomotive shop, equipment displays including new locomotives, Conrail office car equipment, entertainment, Amtrak-operated excursions from Altoona to Gallitzin and return via Horseshoe Curve. Railfest '98 admission prices (per day): \$12 adults, \$4 children (2-12), including admission to newly-opened Railroaders Memorial Museum. Excursion fare: \$12 per person. Trains leave Altoona Saturday at 11:40 AM, 1:30 and 3:20 PM, Sunday at 9:50 and 11:40 AM, 1:30 and 3:20 PM. Reservations required. Special "Weekender Pass" (\$24 adults,

EXTRA LIST (Continued from Page 7)

\$16 children) includes two-day Railfest Pass and one excursion ticket. Order tickets from: Railfest Tickets, Altoona Railroaders Memorial Museum, 1300 9th Street, Altoona, PA 16602 (telephone 888-4-ALTOONA, E-mail: RRCity@aol.com, World Wide Web www.railroadcity.com).

OCTOBER 4: 19th annual Train Meeting at Leesport Farmers Market, Leesport, PA, 9 AM-3 PM, sponsored by Reading Company Technical & Historical Society. Model trains of all gauges featured with test track, door prizes, free parking. Admission: \$4 adults, children 12 and under free. For information, telephone 610-777-2053 evenings.

OCTOBER 10-11: "Iron Horse Fall Foliage Expresses" featuring ex-Chesapeake & Ohio 4-8-4 #614 from Hoboken, NJ to Port Jervis, NY and return via NJ Transit lines, sponsored by Iron Horse Enterprises and Volunteer Railroaders Association. Train leaves Hoboken Terminal at 9:30 AM, returning to Hoboken about 6:15 PM both days, including three-hour layover in Port Jervis where photo runs will be performed. Fares: \$75 adults, \$50 children (12 and under), \$125 adults in reserved open-window coach, \$250 in luxury parlor car. Order tickets from: Iron Horse Enterprises, Inc., 1 Railroad Avenue, Lebanon, NJ 08833. Visa and MasterCard accepted. For information and reservations, telephone 908-236-2200.

OCTOBER 10-11: Train Show & Sale at Lehigh Valley Limited, Days Inn, Routes 22 and 309, Allentown, PA, 11 AM-4 PM both days, sponsored by Philadelphia Division, National Model Railroad Association. Admission: \$3 per person, under 12 free, family \$10, entrance free on Sunday with paid admission on Saturday. For information, telephone John Nawn at 610-461-8644.

OCTOBER 11: Short diesel-powered excursions on Reading & Northern Railroad from Tamaqua, PA in connection with Tamaqua Heritage Festival. Trains depart at 11 AM, 12:45 and 2:30 PM. Fares: \$10 adults, \$4 children (12 and under). For information, see September 26 item.

OCTOBER 15: "Delaware & Hudson Canal and the Hudson River" lecture by Peter J. Dwyer of Kingston, NY, who will discuss the last active years of the D&H Canal, at National Canal Museum's Two Rivers Landing Auditorium, Easton, PA, beginning at 7:30 PM. This is part of the museum's fall lecture series, which is free and open to the public. For information, telephone 610-559-6613.

OCTOBER 17: Diesel-powered excursion from Port Clinton to Jim Thorpe, PA and return via Reading & Northern and Carbon & Schuylkill Railroads. Train leaves Port Clinton at 9 AM, arrives Jim Thorpe 11:30 AM, returns at 3 PM, arriving Port Clinton 5:30 PM. Fare: \$20 per person. For information, see September 26 item.

OCTOBER 24: Hagerstown Roundhouse Museum, Inc. will sponsor "The Battle of Woodsboro" rare mileage excursion from Hagerstown to Woodsboro, MD and return, via former Western Maryland and Pennsylvania Railroad lines. Train leaves Hagerstown (Hump Road loading site) 8:30 AM, returns 6:30 PM. Re-enactment of Civil War Battle of Woodsboro will take place at Woodsboro. Tickets: \$49 adults, \$45 seniors (65 and over), \$20 children (3-12). Order from: Hagerstown Joint Trip Committee, P. O. Box 2858, Hagerstown, MD 21741, enclosing stamped, self-addressed envelope. For further information, telephone 301-739-4665.

OCTOBER 25: Hagerstown Roundhouse Museum, Inc. will sponsor "Autumn Leaves Special" from Hagerstown to New Oxford, PA and return over former WM line. Stops will be made at Gettysburg and New Oxford. Train leaves Hagerstown (Hump Road loading site) 8:30 AM, returns 6:00 PM. Ticket and information: see October 24 item above.

CONRAIL SALE FINAL; SPLIT DELAYED (Continued from Page 1)

While many lower-level management employees have been offered jobs with one of the buyers, a large percentage of them have declined in favor of taking the substantial severance payments available. But in the field it's a different story, with better than 90 percent of Conrail operating managers electing to stay on with the new owners. The jobs of train and engine service employees and support personnel at field locations generally will be unaffected by the takeover, and in fact hundreds of new employees are being and will be hired by both carriers to insure adequate staffing.

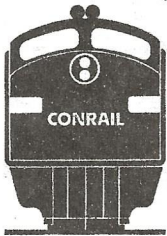
Among the major reasons for CSX and NS to postpone the actual "split date" is an overriding mandate to achieve a smooth transition, avoiding at all costs the type of service meltdown experienced by Union Pacific in its ill-planned takeover of Southern Pacific two years ago. Among the unfinished tasks are the completion of operating and safety plans, the linkage of Conrail's information systems with those of its new owners, the required implementing agreements with all labor unions and completion of the necessary employee training. In mid-August, NS alone had more than 120 teams and sub-teams planning the integration of Conrail into the NS system. NS said that it was working on 60 separate capital projects to tie the railroads together or to provide additional capacity to handle the anticipated increase in traffic.

It is remarkable that the mammoth \$10.2-billion purchase of Conrail has come to pass in just 22 months after CSX announced that it would proceed with the "friendly" acquisition of Conrail. This set off a bidding war with Norfolk Southern that drove Conrail stock to the dizzying heights of \$115 per share, a reflection of the big road's near-monopoly on rail service in the populous Northeast. In February 1997, CSX and NS reached a truce, agreeing to split Conrail between themselves and to proceed with the joint application that was approved by STB in June 1998. This short timeframe placed all parties in a race against time, to successfully pull off what has been described as the most complicated rail merger in U.S. history.

The complete 424-page decision on the merger may be downloaded from the STB web site at: www.stb.dot.gov.

Conrail Office Cars to Stay on Property--For Now

Conrail's office car fleet will remain based at Juniata shop in Altoona--for the time being--instead of being shipped off to new owners CSX and Norfolk Southern. The first "OCS" excursion following the August 22 effective date of the Conrail sale is scheduled for September 8 from Cleveland to Baltimore, although it will include some CSX cars and operate mostly over CSX's former Baltimore & Ohio mainline.



The final scheduled OCS trip prior to the takeover occurred on August 13, an Operation Lifesaver special powered by E8A's #4020, 4021 and 4022 from Harrisburg to Allentown and return. But a last-minute request from major customer United Parcel Service resulted in a seven-car OCS-101 running from North Bergen, NJ to Willow Springs, IL on August 18-19. The train dead-headed from Chicago to Altoona on August 19-20 as OCS-501 the very last office car special to be operated under Conrail ownership.

As reported in August *Cinders*, CSX and NS have agreed on how to divide the office car fleet and the three locomotives, but it is uncertain when these roads will actually take possession. CSX in particular is anxious to acquire the well-maintained equipment, given the condition of some of its own business cars.

Dinners to Continue at Monthly Chapter Meetings

In spite of the previous announcement that Philadelphia Chapter would discontinue its traditional dinner before each monthly meeting, members will still be able to order dinners during the 1998-99 season. Member Bill Gardiner has agreed to assume the job of arranging the dinners and taking reservations, beginning with the September 18 meeting.

Year 2000 NRHS Convention Set for Pittsburgh

The NRHS board of directors at its July 10 meeting awarded the year 2000 national convention to Pittsburgh, PA. The convention, to be sponsored and managed by the Lancaster Chapter, will be held from August 2 through August 6, with the Westin William Penn in downtown Pittsburgh as the headquarters hotel.

The detailed program for the convention is not yet firmed up. While dialogue had been established with the Ohio Central Railroad for steam excursions, its announcement during August that it would suspend excursion operations at the end of 1998 has placed an air of uncertainty on that portion of the convention. There are to be trips on the Cuyahoga Valley Scenic Railroad out of Independence, OH and a charter trip on Pittsburgh's light rail system. Also on the program will be a visit to the Pennsylvania Trolley Museum at Arden, a number of seminars and the annual banquet.

The Pittsburgh proposal was chosen over a competing bid from the Western Connecticut Chapter. The 1999 convention is scheduled for June 21 to 26 in Sacramento, CA, sponsored by Central Coast Chapter as a joint event with the Railway & Locomotive Historical Society.

Members Needed to Help Staff Train Shows

Sales Chairman Dave Kopena is looking for Chapter members to assist him in staffing the Chapter's tables at the following events this fall: the Delaware Transportation Festival in Wilmington on September 26 (Amtrak station); Greenberg's Show in Pennsauken, NJ on October 31-November 1; Greenberg's Show at Fort Washington Expo Center on December 12-13. All-day attendance is not required and those who sign up for the Greenberg shows receive free admission. There will be time available to circulate around the shows.

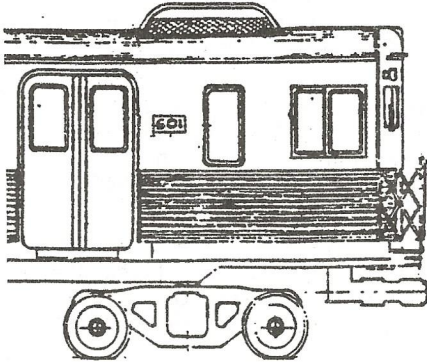
Those willing to participate are asked to call Dave Kopena at 215-441-8092.

PHILADELPHIA EXPRESS (Continued from Page 6)

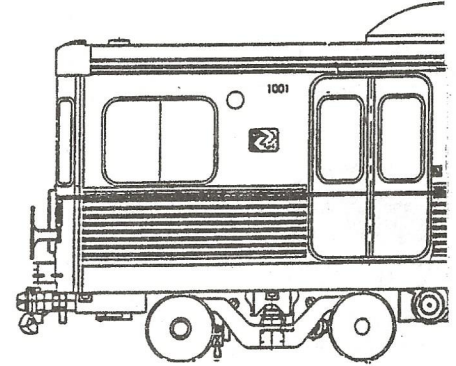
The Academy of Industrial Training at Lester, PA is instructing hundreds of new train service recruits for CONRAIL and CSX, part of the effort to increase service reliability after the takeover of Conrail. As of late August, CR GP38-2 #8054 and SW1500 #9558 were being used, with rare CSX SD20-2 #2404 in full Chessie paint a recent arrival. Also on hand is retired CSX U30 #7227.....WEST CHESTER RAIL ROAD in May took delivery of a fourth diesel, ex-CANADIAN PACIFIC RS18 #1803. WCRR's ex-OHIO CENTRAL GP9 #99 has been repainted into Brunswick green with full Pennsylvania lettering and keystones.....MIDDLETOWN & HUMMELSTOWN has received ex-Western Maryland Alco S6 #151 from Lukens Steel (The Short Line).....Steamtown has traded ex-CANADIAN PACIFIC Hudson #2816 to CP, which reportedly is to be restored for public relations use. CP also has obtained an A-B-A set of ex-Canadian F-units from NEBKOTA RAILWAY for business train service (Railpace).

The Delaware Valley Association of Railroad Passengers (DVARP) has changed its name by substituting the word "Rail" for "Railroad".....CSX is working to convert its oddball cab signal system on the former RF&P between Alexandria and Richmond, VA to a new system compatible with AMTRAK's on the Northeast Corridor. Currently, CSX maintains a fleet of 70 B36-7 and GP40-2 locomotives equipped to lead on the RF&P (NARP)..... In its "Celebrate the Century" series, the Postal Service is offering a 32-cent stamp picturing a Lionel toy train as a part of its 1920s set. The entire set of 15 different stamps costs \$4.80.....Railfan Ross Rowland was unable to arrange four steam excursions on AMTRAK this month between Philadelphia and Harrisburg. But Rowland again will run his big #614 on NJ TRANSIT specials out of Hoboken NJ in October.....The new TEA-21 law provides \$20 million for a demonstration light-rail commuter project called "Corridor One," to be built from Lancaster to Harrisburg and Carlisle (54 miles). Capital Area Transit owns the abandoned Cumberland Valley bridge over the Susquehanna, which would be used for the new line (Harrisburg Chapter).

MARKET - FRANKFORD SUBWAY - ELEVATED CAR CHANGE



**SUNDAY - OCTOBER 18, 1998
10 AM - 69TH STREET TERMINAL**



THIS IS THE TRIP YOU HAVE BEEN WAITING FOR SINCE 1960

As Cinders was being delivered to the printer, late word was received from Buckingham Valley Trolley Association that they would be sponsoring an excursion outing on the Market-Frankford Line on Sunday, October 18, 1998, using both a set of the old 1960 Budd-built cars as well as the brand new ADtranz-built M-4 cars.

The trip will depart from 69th Street Terminal at 10 AM, using a set of the Budds, making a roundtrip to Frankford Terminal, with photo stops and "meets" as regular train service and time permit. Following return of the first trip to 69th Street about 12 Noon, a lunch stop will be made, and then an afternoon round trip to Frankford will depart using a train of the new ADtranz cars. Both trains are expected to be four-car trains.

BVTA advises that rest stops enroute will be quite limited. Tickets are \$30 (in advance) for BVTA members, and \$35 for non-BVTA members and on day-of-trip, if available. Tickets should be ordered from: George Metz, 13 Post Run, Newtown Square, PA 19073-3014, enclosing stamped, self-addressed envelope and making checks payable to "BVTA". For information, telephone 610-353-4982. With the pending long-term reconstruction of the West Philadelphia elevated structure, this may be a rare opportunity for a trip with both types of cars before the Budds are retired, sometime during 1999.

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY
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