



CINDERS

AUGUST 1998



IN THIS ISSUE

Philadelphia Chapter News.....	2
ON THE SCENE, by El Simon.....	3
Extra List.....	5
PHILADELPHIA EXPRESS, by Frank Tatnall.....	6
Reading Company's MU RPO's, by Samuel L. James.....	7
Feds Give Final OK to Conrail Split.....	9

Volume 59 Newsletter of the Number 7

PHILADELPHIA CHAPTER

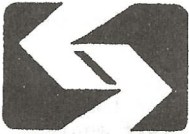
National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

SEPTA, TWU SETTLE MARATHON STRIKE

SEPTA's City Transit Division and Frontier District had been strikebound for a near-record 40 days and 40 nights, while the newspapers reported little progress in the on-again-off-again negotiations. Suddenly, at 7 PM on Friday, July 10, SEPTA and Transport Workers Union Local 234 announced a tentative contract agreement, and said the system would return to normal operation the next morning.



Service did indeed resume, and the 5,200 TWU members ratified the agreement by a three-to-one margin on July 24. But the long and contentious peace process was not yet completely finalized. Most of the 40-plus issues that had divided negotiators since initial talks began last winter had been resolved, but two of them were not--SEPTA's insistence on hiring up to 100 part-time drivers for its small buses and the payment of health or pension benefits to injured employees receiving workers' compensation. In fact, at the time of the union vote the verbal agreement still had not been spelled out in a written document acceptable to both sides. Local 234 President Steve Brookens said that his members had "approved our language," meaning that the union had voted on the proposal as interpreted by its leadership. "Now it's up to SEPTA," he said, vowing not to sign the contract until the "right language" is in place.



SEPTA General Manager John K. Leary, Jr. said that he expected these problems to be worked out in the next few weeks and that there was little likelihood of a renewed strike. SEPTA and the TWU had earlier agreed to submit the part-time issue to binding arbitration, but there was disagreement over the scope of the proposal to be filed with the arbitrator. The SEPTA board will not meet to vote on the agreement until its final language is determined.

Among the major provisions of the three-year contract are a three-percent wage increase to be effective in December of 1998, 1999 and 2000 (plus an additional one percent for Frontier employees in the last year), a 36-percent increase in pension payments, a \$1,000 incentive payment for employees who agree to switch their health coverage to a managed-care plan, a no-layoff clause for all TWU employees and substantial work-rule changes allowing SEPTA to utilize its employees more efficiently. It was revealed that certain local politicians and leaders of other AFL-CIO unions had been instrumental in breaking the long deadlock in negotiations.

SEPTA apologized to its 450,000 daily transit riders for the extended inconvenience, and on the four days following the end of the walkout free rides were offered to everyone. But two weeks later City Transit ridership was still down sharply--by 23 percent from a year ago (representing \$50 million in annual revenue loss) according to SEPTA's own counts. SEPTA promised an aggressive "Welcome Back" marketing campaign to regain lost customers, starting with "free-fare" days over the entire system on the last three Fridays of July. In addition, it announced that all TransPasses and TrailPasses for August would be sold at a 20-percent discount and anyone who turned in a July pass would receive an additional 15-percent discount. "We are working hard to encourage riders to come back to SEPTA," Leary said. "We will continue to welcome back riders with more incentives, special surprises and good professional service." The \$5-million campaign will extend through December and possibly beyond, with Mayor Rendell set to appear in one of the TV commercials.

The Inquirer observed that with a cost-saving contract and substantial new Federal aid in hand, "SEPTA is well-positioned to recoup its losses while modernizing and expanding its system." Striking workers, however, quickly realized that it will take years before their pay increases offset the six weeks of wages lost during the strike. "In fact," said the Inquirer, "SEPTA got much of what it demanded back in March in terms of work rules, workers' comp reform, health-care savings, attendance and disciplinary policy and a near-zero tolerance drug and alcohol policy...(These changes) generally should not harm the overwhelming majority of SEPTA workers who deliver eight hours of work for eight hours of pay...(They) should now be energized to work to recover lost ridership. Their futures are clearly tied to the future financial health and popularity of the transit system."

The union's contract with SEPTA expired on March 15, but a strike was not called until June 1. It was the seventh time since 1975 that the TWU had struck SEPTA. But unlike its actions in past work stoppages, SEPTA management this time was determined not to "cave in" to the union simply to restore service. In the words of one board member, SEPTA "had to get an efficient contract" or it would not survive. "The world is changing," he said, and the TWU must recognize that work rules from the 1940's and 1950's cannot be justified in today's economic climate.

(Continued on Page 10)

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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.

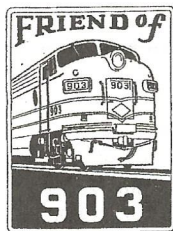
ANNUAL MEMBERSHIP DUES: \$31.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required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

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

"Friend of 903" Pin Offered by Chapter



A beautiful green-and-gold metal pin featuring a drawing of the Chapter's ex-Reading FP7 locomotive 903 is now being offered by Philadelphia Chapter. All proceeds after recovery of production costs will go to the Chapter's FP7 No. 903 fund, said Senior Vice President Les Dean who took the lead in developing the pin project. The cut at left depicts the pin, which in actual size is 1" x 1-1/2".

Design of the pin was carried out by Member Joe Mannix, a professional artist, who has assisted the Chapter many times in the past with such projects as the "Last Train from Reading Terminal" T-shirt.

For a minimum donation of \$15 each, the pin will be available from Sales Chairman Dave Kopena at regular Chapter meetings and at the Chapter's booth during the Greenberg Train Show this month. It is also available by mail order (please enclose an additional \$3 per order for postage and handling).

Chapter Awarded NRHS Railway Heritage Grant for FP7

The national Society has awarded Philadelphia Chapter a Railway Heritage Grant of \$1,800 for the installation of cab signals in the Chapter's ex-Reading FP7 locomotive #903. The grant was announced last month by President Gregory Molloy at the national convention in Syracuse, NY.

It was one of only nine grants awarded out of a pool of \$15,000 available this year. Another \$1,800 grant went to Lancaster Chapter for installation of cab signals in sister FP7 #902. The donated cab signal equipment is already on hand, but much wiring and specialized labor will be required for actual installation in the units. Cab signals will be necessary for any excursions operated with these historic locomotives on certain Amtrak and SEPTA lines. Bob Morris is chairman of the Chapter's Equipment Committee.

Chapter Well Represented at Convention

At least 35 members of Philadelphia Chapter were seen attending the NRHS national convention in Syracuse July 8-12, sponsored by the Central New York Chapter. Their names are listed below.

The well-run convention included numerous events, among them a steam and diesel excursion from Syracuse to Steamtown at Scranton and return via Susquehanna and Canadian Pacific, two Susquehanna steam excursions Syracuse to Binghamton, NY and return, two diesel trips on the newly-reopened Adirondack Scenic Railroad from Utica to Thendara, NY and return, a diesel special via the Finger Lakes Railway (former New York Central Auburn branch) to Auburn, NY and return, an RDC tour over the local OnTrack rail line in Syracuse, the annual banquet with Delaware Otsego President Walter Rich as featured speaker, numerous seminars and non-railfan tours, and the Society's directors meeting and annual membership meeting.

Members attending were: Dave Ackerman, Dick Avey, Paul Baumgartner, John Bawden, Howard Bender, Wayne Blattner, Bob Brewster, Michael and Lynn Burshtin, Al Butler, Bill Crawford, Les Dean, Eric Dervinis, James Dent, Sheila Dorr, John Dziobko, Larry and Marie Eastwood, Jim Eisenhart, Bill Faltermayer, Ken Havens, Herb Hays, Joe Heffron, Don Kehl, Dave Kopena, Dick Lane, Rob McGonigal, Rich Magee, Joe Mannix, John Murphy, Charles Oettle, Pat Purcell, Frank Tatnall, Charlie Van Reed and Roy Zeiher.

Conrail Office Car Fleet to be Divided

CSX and Norfolk Southern tentatively have decided how to divide Conrail's elegant office-car fleet, as well as its three dark-green E8A locomotives.

CSX plans to acquire sleeping cars 8 and 11, glass-end theater car 9, open-platform observation car 10 and conference car 12. NS will take the balance of the fleet, heavyweight office cars 1, 3, 4 and 5, lightweight coach 27 and full-length dome 55, although CSX reportedly also covets car 1. Both railroads currently have large office-car fleets, with NS's based in Roanoke, VA and CSX's in Jacksonville. It is likely part of the NS fleet is to be moved to Conrail's Juniata shop in Altoona.

HEP-equipped E8 #4020 will go to NS, while #4021 and non-HEP #4022 will be added to the CSX roster for possible executive train use.

Conrail will operate several more Office Car Specials early this month, with the last scheduled to be an Operation Lifesaver train from Harrisburg to Bethlehem and return on August 10 with all three locomotives in use. The cars will be transferred to their new owners shortly after the merger's effective (or "control") date of August 22.



Yet another annual budget battle has been joined, as politicians determine how much funding (if any?) to provide Amtrak for Fiscal Year 1999. The huge highway bill which was passed last spring has been cited by some politicians as justification for "zeroing out" Amtrak. Fortunately, northeastern Congressmen and Senators appear to have headed off yet another threat to Amtrak's survival. But, it's not quite over yet. Stay tuned.

Meanwhile, work continues on the new American Flyer high-speed trainsets. There will apparently be 18 six-car trainsets after all, made up of two locomotives and six cars (four different types) each. Locomotives will be numbered 2000-2035 to highlight their introduction in the new millenium (well, most of them will enter service then!). The numbers of the trailer cars will be: 3200-3217 (First Class, with one vestibule); 3300-3317 (bistro); 3400-3417 (end coach, with one vestibule) and 3500-3553 (middle coach). As a result, there will be trainsets each made up of a locomotive at each end, and one end coach, two regular coaches, a bistro car, one regular coach, and a first class car.

The American Flyer trainsets will be maintained by a consortium, with many present Amtrak employees who qualify to work on these "high-tech" trains. Many employees in Boston, New York and Washington have been taking training in areas where additional skills were recommended.

Elsewhere, five Talgo trainsets are under construction in the State of Washington. Each will consist of two coaches, one first class, one ADA coach, one ADA first class, one baggage, one bistro, one diner and one power car, for a total of nine cars each. Numbers reportedly will be spread throughout the 7100-7999 series, except for the 7600 series, still occupied by some Heritage clocker coaches and the 7700 series, which could be confused with MARC cars in the same series operated over Amtrak and occasionally used on Northeast Corridor trains during peak travel periods. Several spare cars of each type will be delivered, so just over 50 units are coming on board. Two trainsets will be owned by the State of Washington and two by Amtrak--all for Pacific Northwest service. The fifth set reportedly is being built with the expectation of operating between Los Angeles and Nevada (not necessarily Las Vegas) in cooperation with some casinos, estimated to start February 5, 1999.

With American Flyer trainsets coming to the Northeast Corridor, present indications are that club service will be phased out on all except the speedsters. The American Flyers will reportedly have two attendants in each club car and two others in the bistro car.

Just as "Concept 2000" defined the more recent overhauls of Metroliner (and San Diego custom class) cars, the standard NortheastDirect cars will begin to emerge with additional features in October, 1998 as "Capstone 2001" equipment. (Presumably, cars already in NortheastDirect colors will be the last to be shopped.) Only three basic car types are tentatively planned-- a 70-seat ADA coach, 64-seat custom coach and a bistro car for food sales. This car will emphasize food selling, which you would take to your seat. There may be a few stools and shelving as on many European buffet cars. Since no revenue seating will be incorporated, these cars won't be included in the count to determine the number of train crew members. A team of vendors and product line reps have been working on concept mockups at Wilmington and the program should take three years from its inception until all cars have been modified.

In a NortheastDirect service item, Boston has added a service attendant position to insure that cafe service will begin from departure from South Station, rather than half an hour into each trip, as is customary.

Several smooth-sided baggage cars have been modified for service on the Ethan Allen (New York-Rutland, VT). New ski racks and bike racks (and possibly an outside logo, such as on the Vermonters cars) will be added and new numbers assigned. For the record, car number 1850 is ex-1179, 1851 (1178) and 1852 (1138). Two more cars have been suggested, possibly for the Adirondack, and they would be numbered 1853-1854, with one being the former 1191.

No additional dorm conversions from 10-6 Heritage sleepers were released in the month of July. There are presently 15 cars (2500-2514) with six more cars in the works: 2913 (4), 2920 (3), 2933 (5), 2983 (1), 2987 (6), and 2993 (2). The numbers in parentheses represent the order in which work began on these conversions, which may not necessarily represent the order in which they are rebuilt.

The Northeast Corridor engineering staff is also monitoring progress in building 15 new electrics (which are nicknamed HHP [or High Horsepower] for the time being): Numbers of these locomotives will be 650-664 and they'll eventually replace the 11 E60's currently in passenger service.

On June 22, three F40's were short-term leased to Norfolk Southern for testing around Fort Wayne, IN.

The "Concept 2000" program, mentioned above, continues to progress. Of 15 Metroliner clubs, seven have been upgraded, with eight of 14 dinettes and 35 of 60 coaches completed. There are presently four more coaches in progress at Amtrak's Bear, DE facility.

Washington State's Central Puget Sound Regional Transit has ordered 38 bi-level cars for its proposed route linking Everett with Lakewood, over 80 miles. Service is expected to begin in early 2000.

ON THE SCENE (Continued from Page 3)

In the period 1966-1968, Air Force service took me to Clark Air Base, north of Manila in the Philippines. Train service on that island was certainly an adventure, but I had three things to remind me of State-side rail operations. One was the General Electric diesels, mostly U10B's and U12C's, which powered our trains. Another was a group of coaches which Pullman-Standard had built in 1947 (and whose vestibules still said "Watch Your Step!"). But the third and most valued were letters from friends at home keeping me aware of developments and passing on consists of interest.

As an example, there were consists from one day (October 23, 1966) at North Philadelphia. This was, co-incidentally, before the Pennsy pulled off most "corridor" diners and secondary East-West food service cars. It was just an ordinary day, but Clocker 280 (this was a Sunday) had the Keystone set and deadheading prewar diners 4505 and 4506, plus twin-unit diner 4616-4617. The General, TrailBlazer, "Spirit of St. Louis" and Broadway Limited all had twin-unit diners, and noted that date on the General was ACF-built set 4604-4605. Train 118 had no less than nine 10-6 sleepers off Southern connections and a Southern diner off the Crescent. Pennsylvania-Reading Seashore Lines train 1016 from Atlantic City was noted with Baldwin AS16 #6010 and coaches 9868 and 9903. The same PRSL set was noted on Train 1022.

Also noted on the same day was Train 130 with a Congressional twin-unit diner, 4624-4625, while Train 182, the Afternoon Congressional had two streamlined parlors, plus room parlor 7147 and observation 7128, plus twin-unit diners 4626-4627. Observation 7129 was on Train 170 to Boston. Senator diner 4526 was on Trains 111-132 (New York-Washington), while observation 7126 and the other Senator diner were on 171 from Boston. Meanwhile, GG1 4935 (later to become famous!) took an extra from New York to Harrisburg with 14 coaches, diners 4518, 4474, 4492, 4519 and lounges 1136 and 1116, a total of 20 cars!

Also in 1966, on the Sunday after Thanksgiving, if memory serves me correct, one could've seen B&O coaches 3668, 3519, 3620 and 3672 on PRR Train 126. These B&O cars returned to Washington on PRR Train 159. New Silverliner MU's ran on several advance sections and Clockers between Philadelphia and New York, and PRSL P70 coaches (nine in all) were on Train 2nd 174. Also, if you believe it, MP54's (shudder!) operated on Train Advance 152 in an eight-car set. By this time, too, most diners had come off, and the "roach coach" era in food service on PRR was in full swing!

The 1966 Army-Navy game in Philadelphia saw three first class and two coach trains from New York, two Cadet specials, and Silverliner MU trains direct to Philadelphia Municipal Stadium from Trenton and New York. For the record, we list below the three first-class special trains:

BLUE	GREEN	PURPLE
GG1 4906	GG1 4928	GG1 4901
PRR <u>Imperial Road</u>	PRR <u>Imperial Plateau</u>	*Pullman <u>Glen Saddle</u>
PRR <u>Imperial Trees</u>	PRR <u>Imperial Mantle</u>	*Pullman <u>Moore</u>
PRR <u>1120 (bar car)</u>	PRR <u>Imperial Park</u>	*Pullman <u>Donizetti</u>
PRR <u>Imperial Ridge</u>	PRR <u>Imperial Path</u>	*Pullman <u>Glen Athol</u>
PRR <u>Lancaster County</u>	PRR <u>Imperial Bow</u>	*PRR <u>Rittenhouse Square</u>
PRR <u>4478 (diner)</u>	PRR <u>Imperial View</u>	*B&O <u>Lantern Tower</u>
*B&O <u>Loch Lomond</u>	PRR <u>Imperial Lea</u>	PRR <u>Jefferson County</u>
*B&O <u>East Sparta</u>	PRR <u>Imperial Meadows</u>	PRR <u>Hamilton County</u>
*PRR <u>John Greenleaf Whittier</u>	PRR <u>4484 (diner)</u>	PRR <u>4469 (diner)</u>
*Pullman <u>Glen Douglas</u>	IC <u>Homewood</u>	*LIRR <u>Wauwepex</u>
PRR <u>7158 (parlor)</u>	PRR <u>Imperial Fields</u>	*LIRR <u>Amagansett</u>
PRR <u>7142 (parlor)</u>	PRR <u>Imperial Peak</u>	*LIRR <u>Onteora</u>
PRR <u>7131 (parlor)</u>	PRR <u>Imperial Vale</u>	*LIRR <u>Matingcock</u>
PRR <u>7133 (parlor)</u>	ACL <u>Manatee River</u>	*LIRR <u>Wantagh</u>
PRR <u>7143 (parlor)</u>	*SOU <u>Lake Childs</u>	*LIRR <u>Peconic</u>
*PRR <u>7008-Lawyers Club (parlor)</u>	*SAL <u>Poplar Creek</u>	*LIRR <u>Islip</u>
*PRR <u>7007-Lambs Club (parlor)</u>	*SAL <u>Poplar Springs</u>	*LIRR <u>Matituck</u>
	*SAL <u>Poplar City</u>	*LIRR <u>Mineola</u>

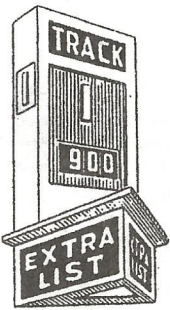
* - standard-weight cars

Three Washington and one Baltimore train also ran first-class cars. Included in these consists were: Train BA (Baltimore): Pullman Morning Brook, PRR Imperial Lawn and PRR 7137 (parlor). Train W2 from Washington contained: *PRR 7107, *PRR 7099, PRR Imperial Pass, NH 319, *PRR 7210, NH 306, *PRR 7012, *PRR 7128 and *PRR 7125-Queen Mary. Train W3 included *PRR 7058, PRR Imperial Terrace and PRR Imperial Trail, while Train W4 had in its consist PRR 7136, PRR 7147 and 7146 (both room parlors) and PRR 1126, the South Wind tavern-observation.

As 1966 wound down, Jack Martin (currently NARP president) reported 20 standard Pullmans seen from September to November, including the PRR John Greenleaf Whittier and Rittenhouse Square noted above.

Elsewhere locally in 1966, on December 19 at Reading's North Broad Street station, Train 95 was noted with FP7 #901, six push-pull coaches and the 907 on the other end, and all 16 Budd RDC's were noted running. The King Coal had four RDC's while the Crusader ran with two and the Wall Street with three. Meanwhile, Philadelphia Transportation Company (PTC) was still operating 45 ACF gasoline-powered busses (C44's, with 30 based at Comly and 15 at Luzerne), while Germantown and Southern operated nine and 15 Mack C-41's, respectively.

As 1967 began, it was noted that Atlantic Coast Line's East Coast Champion ran an extra section north-bound from Florida on both January 2 and 3, and Seaboard Air Line's Silver Meteor ran two extra sections north-bound on January 2, also returning Florida holiday travel.



AUGUST 15-16, 1998: Greenberg's Great Train, Dollhouse & Toy Show at South Jersey Expo Center, Haddonfield Road, Pennsauken, NJ, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 children (6-12). For information, telephone 410-795-7447. Philadelphia Chapter will be represented with a table for sales and distribution of membership information.

AUGUST 20: Annual summer dinner of Philadelphia Chapter at Primavera Pizza Kitchen, Ardmore, PA. Reservations are closed for this event.

AUGUST 22: 3rd annual SEPTA transit excursion, this year featuring Suburban Division Routes 100, 101 and 102, sponsored by West Jersey Chapter NRHS. Departure from 69th Street Terminal will be at 10 AM on Route 100 Norristown High Speed Line. Photo stops will be made on all routes. Fare: \$25 per person. To determine if space is available, telephone Bill Sweeney at 609-427-9327 or Norm Seidelman at 609-663-1086.

AUGUST 29-30: "All Aboard Days--The Railroad Goes to War" at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, 10 AM-5 PM both days. Music, displays and tours related to World War II era. Regular admission charges apply.

SEPTEMBER 5-7: "Rail Expo '98" at Steamtown National Historic Site, Scranton, PA, sponsored by Steamtown Volunteer Association. Events include E8-powered diesel excursions leaving at 9 AM Saturday and Sunday only, double-headed steam on regular excursions at 12 Noon and 3 PM each day, shop and cab tours, demonstrations, Amtrak and other equipment displays. Regular admission and excursion charges apply. Friday evening banquet at 6:30 PM is \$22, night photo session Saturday evening at 8 PM is \$25. For banquet and night photo session reservations, telephone Steamtown Volunteer Association at 888-856-2345, and to make reservations for the diesel or steam excursions telephone the Park at 888-693-9391.

SEPTEMBER 12-13: Railroad Festival '98 at Whippany Railway Museum, Whippany, NJ. Train rides on Morristown & Erie Railway on the hour from 12 Noon to 5 PM both days. Military equipment and historic railroad displays. Admission: \$15 per person. For information, write Whippany Railway Museum, P. O. Box 16, Whippany, NJ 07981-0016 (telephone 973-887-8177).

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 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 DelDOT 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 10-11: Train Show & Sale at Lehigh Valley Limited, Days Inn, Routes 22 and 309, Allentown, PA, 11 AM-4 PM both days. Admission: \$3 per person, under 12 free, family \$10, entrance free on Sunday with paid admission on Saturday. For information, telephone 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.

(Continued on Page 12)

PHILADELPHIA

EXPRESS



FRANK G. TATNALL, JR.



SEPTA's Railroad Division completed the installation of ditch lights on all MU cars and locomotives by the July 1 deadline.....Recent landscaping along JFK Blvd. west of 20th Street has opened up good views of SEPTA's busy railroad out of Suburban Station.....Trackwork on the Doylestown Line will require shuttle buses to and from Lansdale during weekday off-peak hours for the next several weeks.SEPTA has co-produced a nice color pamphlet touting its R6 rail service to booming Manayunk with the theme "Market Street to Main Street in Minutes."

Delivery of new M4 cars for the Market-Frankford Line continued during the strike at the rate of about one married pair per week. As of early July 36 cars were on the property out of the total order for 220.The SEPTA board in June approved both its \$476.6-million capital budget and \$742.1-million operating budget for Fiscal Year 1999 beginning this July 1. The operating budget, which projects \$18 million in savings from work-rule changes, will no doubt be revised after the new contract with the Transport Workers Union is nailed down.....The recently-enacted Transportation Equity Act for the 21st Century (TEA-21) actually authorizes up to \$217 billion over six years, rather than the earlier-reported \$203 billion. Of this, \$42 billion is set aside for transit. Among the goodies specifically promised to SEPTA under "new start" projects is \$75 million for the Schuylkill Valley Metro.



The Senate Appropriations Committee last month agreed to give AMTRAK \$555 million in funding for Fiscal Year 1999 starting October 1, about 90 percent of the \$621 million requested by the Clinton Administration. Senator Richard Shelby of Alabama, chairman of the Transportation Subcommittee, did not agree, calling Amtrak "just a big waste of money." The House, however, has proposed \$609 million, which means the differences will be ironed out in a conference committee. Amtrak funding is part of a \$47-billion spending package for the Transportation Department, which will probably not be approved until September.

Governor Christine Whitman of New Jersey has been named chairwoman of the AMTRAK Reform Council, an advisory board set up by Congress last year. Amtrak Critic and Conservative Activist Paul Weyrich was elected vice chairman of the panel, which is charged with finding ways for Amtrak to operate more efficiently and, if that is not possible, can recommend its elimination.....The Federal Energy Regulatory Commission has denied AMTRAK's request to become a wholesaler of power for the Enron Corp. (see March Cinders), which could jeopardize SEPTA's hoped-for reduction in its electric traction costs.

That deadly accident in June involving a German ICE train has raised some concerns about AMTRAK's plans for high-speed service on the Northeast Corridor. But the National Transportation Safety Board, which sent observers to the scene in Germany, said that U.S. safety and crash-worthiness standards are much more stringent than those of European railroads (Fast Mail).....Between January and March 1998, more than 4.7 million passengers rode AMTRAK trains, a 5.8-percent increase over the same period last year. On-time performance improved to 82.8 percent.

AMTRAK ran an inspection train from Philadelphia to Montreal on June 16 with P42DC locomotive #101, two SANTA FE sleepers, an ILLINOIS CENTRAL theater car and Bennett Levin's Philadelphia-based Pennsylvania 120. The train operated via CONRAIL's Trenton, Lehigh and River Lines to Albany and CANADIAN PACIFIC beyond (Conrail Technical Society).....AMTRAK celebrated Keystone Rail Days on June 27-28 with one-way fares good for round-trips between stations on the Harrisburg Line. An extra morning-afternoon train was run Harrisburg-Philadelphia and return (Harrisburg Chapter).....AMTRAK is in the midst of a three-year project, dubbed RES 2000, to upgrade and modernize its reservations and ticketing system (Amtrak).



CONRAIL Senior Vice President-Operations Ronald J. Conway, 54, has been named executive vice president-operations for the entire CSX system. Conway, who has received much credit for Conrail's improved efficiency, is the latest top CR executive to be recruited by CSX and NORFOLK SOUTHERN.....Outgoing CONRAIL CEO David M. LeVan has been appointed to the Philadelphia School Board.....A Federal judge in Philadelphia has accepted a class-action lawsuit filed on behalf on 600 ex-CONRAIL non-union employees who contend that they were duped into taking a "buyout" offer in 1996. They believe they would have received much higher benefits under the current separation program related to the CSX-NS takeover.....Ballast is down on CSX's new connection to CONRAIL at Grays Ferry.

The venerable Strates Carnival train was in our area again last month. The show played at Essington, departing July 20 via CONRAIL for its annual stand at the Delaware State Fair July 25-August 1, after which it moved on to Buffalo.....In March CONRAIL handled its last import iron ore over Pier 122 in South Philadelphia. USX and Weirton Steel now receive their ore via the Great Lakes railheads.....The first quarter of 1998 was CONRAIL's safest ever, lost-time injuries declining by 45 percent from the same period in 1997.....CONRAIL has named GP38 #7906 in honor of East St. Louis (IL) Engineer Nick Goebel, 72, who is tops in seniority on the railroad with 54 years of service and not one accident on his record (Conrail Technical Society).....The great Tropicana orange juice train, familiar to Philadelphia railfans since 1970, is getting a new owner. PepsiCo, Inc., is buying Tropicana from the Seagram Company for \$3 billion.....The August issue of Trains contains a feature article on NJ TRANSIT.

(Continued on Page 12)

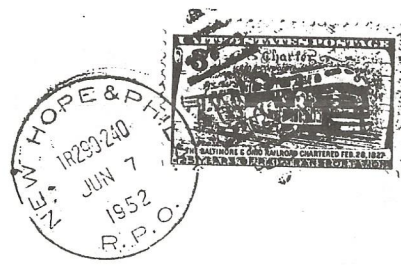
A BRIEF HISTORY OF THE RAILWAY POST OFFICE MU'S OF THE READING



Miles	STATIONS	290 G	
		Neon	P.M.
0.0	New Hope.....Lv.	.....	12.03
0.8	Hood....."	.....	12.05
1.8	Reeder....."	.....	12.08
4.1	Lahaeka....."	.....	12.13
5.3	Bycot....."	.....	12.16
7.1	Buckingham....."	.....	12.20
8.5	Montessori School....."	.....	12.23
9.8	Wycombe....."	.....	12.25
11.7	Rushland....."	.....	12.30
13.3	Grenoble....."	.....	12.33
14.6	Traymore....."	.....	12.36
16.0	Ivyland....."	.....	12.40
17.2	Johnsville....."	.....	12.43
18.2	Bonsair....."	.....	12.46
19.0	Hatboro.....Ar.	.....	12.48
		238	240
		E	E
19.0	Hatboro.....Lv.	12.00	1.00
19.7	Fulmor....."	12.01	1.01
20.3	Heaton....."	12.05	1.03
21.4	Willow Grove....."	12.05	1.05
22.2	Crestmont....."	12.07	1.07
23.4	Roslyn....."	12.10	1.10
24.6	Ardaley....."	12.12	1.12
25.7	Glenside....."	12.15	1.15
26.8	Jenkintown (Wyncote)....."	12.18	1.18
28.4	Elkins Park....."	12.21	1.21
29.2	Oak Lane....."	12.23	1.23
30.3	Fern Rock....."	12.25	1.25
30.9	Tabor....."	.....	.....
31.7	Logan....."	.....	.....
32.6	Wayne Junction....."	12.29	1.29
33.3	Nicotown.....Ar.	.....	.....
33.6	Trips....."	12.42	1.42
34.7	North Broad Street....."	12.53	1.53
35.8	Columbia Avenue....."	.....	.....
36.8	Spring Garden Street....."	12.59	1.49
37.6	Reading Terminal....."	12.40	1.39
		P.M.	P.M.

Δ—Change at North Broad St.
 E—Electric train.
 ⊙—Change at Wayne Jct.
 G—Gas-Electric train.

Last Trip
New Hope - Philadelphia
 June 7, 1952



ABOVE, TOP LEFT: Transfer of mail from northbound MU RPO to Doodlebug #4067 at Hatboro station, 1950. --MERWIN LEET Photo, courtesy of DON WENTZEL. ABOVE, LEFT: Special cachet cover with last trip cancel on New Hope & Philadelphia RPO, June 7, 1952. (Collection of Samuel L. James). ABOVE, RIGHT: Reading Form TT22 (3rd Edition), dated September 30, 1951 showing Trains 290-240 carrying the mail from New Hope to Philadelphia. Twelve minutes was allowed to transfer equipment and mail at Hatboro - Hustle! (Collection of R. L. Eastwood, Jr.)

by Samuel L. James

Routes In the history of its electrification, the Reading Company operated only two MU Railway Post Office routes-- Reading Terminal to Hatboro and Reading Terminal to West Trenton.

The Hatboro route was a part of the New Hope & Philadelphia RPO line which operated from November, 1891 until June, 1952. Prior to electrification to Hatboro in 1931, the RPO cars ran through from New Hope to Philadelphia. Upon electrification, the line was split at Hatboro, with through service being discontinued, and all service north of Hatboro handled by rail motor cars. The Reading had an extensive fleet of doodlebugs, of which 12 were equipped with RPO compartments. A stalwart on the New Hope run for many years was #4068, a 1929 Brill product and the last motor car on the Reading roster when it was retired in November, 1960.

Since the RPO route was New Hope to Philadelphia, this involved changing cars and trains at Hatboro, which presented a real challenge for the RPO clerk. The trains with RPO's generally had a 12-to-15 minute lay-over at Hatboro, at which time the RPO clerk had to transfer all of the mail and his equipment from the MU to the rail motor car northbound, and the reverse southbound. This surely wasn't a fun-type activity in a rainstorm or blizzard, so this run ordinarily was the province of junior RPO clerks. After the electrified service began on July 26, 1931, the trip cancellation always carried both train numbers as shown elsewhere in this article. The last trip for the New Hope & Philadelphia RPO was June 7, 1952.

(Continued on Page 8)

A BRIEF HISTORY OF THE RAILWAY POST OFFICE MU'S OF THE READING (Continued from Page 7)

The Bound Brook & Philadelphia RPO operated from October, 1884 to May, 1950. Beginning with the 1931 electrification, this car line operated with an MU from Philadelphia to West Trenton and a rail motor car from West Trenton to Bound Brook. Like the Hatboro operation, this scenario entailed changing cars and trains at West Trenton and the trip cancellation showed the two train numbers used on this line. In May, 1950, the Bound Brook and Philadelphia RPO line was discontinued between Bound Brook and West Trenton. It was replaced by a new RPO route between West Trenton & Philadelphia using MU's only. This line ran until March 31, 1954, when it closed out MU RPO service on the Reading System.

Reading MU RPO Car Roster The all-time Reading MU RPO car roster consisted of three cars whose history is as follows:

Cars #363 and 364: Reading MU RPO service commenced in 1931 using these two cars built by Bethlehem Steel (Harlan Plant) as part of the original MU order from 1931. Containing RPO, baggage and coach sections, they entered service between Reading Terminal and Hatboro, and Reading Terminal and West Trenton, handling the electrified portion of the New Hope & Philadelphia and Bound Brook & Philadelphia RPO lines. In February, 1956, Reading shops converted both cars into baggage-coach configuration eliminating the RPO compartment. A front vestibule was added on both cars at the time of conversion.

The Post Office Department authorized three sizes of RPO compartments for installation in railroad mail cars. The smallest size compartment was 15 ft. (25% of a car) which was the type used on all Reading MU and rail motor cars. This size was manned by one RPO clerk.

Car #799: The third and most unusual RPO car was #799. This car probably holds the record for going through more transformations than any other piece of passenger equipment the Reading owned. It was turned out by Bethlehem Steel (Harlan Plant) in March, 1925 as Class PBN commuter coach #1179. In May, 1932, it was converted by Bethlehem Steel into an MU coach trailer and renumbered 799, which it carried for the rest of its career. In December, 1944, it arrived at Reading shops for conversion in Class ETCM RPO-baggage-coach combine, but was still an MU trailer. At this time, however, the car did acquire a pantograph to supply heat and lights for the RPO section while the car was standing along in terminals with the clerk sorting mail. In June, 1956, the car was returned to Reading shop where the RPO section was removed and it emerged as a Class ETG baggage-coach combine MU trailer.

Prior to the 1944 addition of car #799, the two MU RPO lines were covered by only two cars (363-364); the absolute bare minimum, to be sure. Obviously, the Reading felt a third MU RPO car would be desirable, and thus the addition of #799 to the RPO car roster.

Table with columns: Miles, STATIONS, 671 G, F-J-C Route 621, B & O Route 3, 563 E. Includes station names like NEW YORK (Liberty-Cortlandt Street) Lv., Jersey City, Newark, Elizabethport, etc.

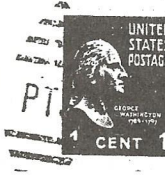


Table: WEST TRENTON TO PHILADELPHIA. Columns: Miles, STATIONS, 621 L, 563 E. Includes station names like West Trenton, Yardley, Roelofs, Woodbourne, Fairless Junction, etc.

FAR LEFT: Reading Form TT4, April 24, 1949 (1st Ed.), showing Train 671 from Bound Brook to West Trenton, connecting to Train 563 from West Trenton to Philadelphia. Thirty-two minutes was allowed at West Trenton to transfer mail (Collection of R. L. Eastwood, Jr.). ABOVE, LEFT: Standard cancellation for joint operation between Bound Brook and Philadelphia on Trains 671 and 563 (Collection of Samuel L. James). Cancellation from West Trenton & Philadelphia RPO dated March 31, 1954, was last day of operation of a Reading MU RPO car (Collection of Samuel L. James). ABOVE, RIGHT: Reading Form TT4, October 12, 1953, last schedule for Train 563 while it was carrying the MU RPO (Collection of R. L. Eastwood, Jr.) Note: Schedules have been cropped to save space.

FEDS GIVE FINAL OK TO CONRAIL SPLIT

On July 23 the Surface Transportation Board issued its written decision in Finance Docket #33388, approving the application of CSX and Norfolk Southern to take over Conrail and divide it between them. This confirmed the results of the open conference on June 8, when the STB's two members voted to approve the \$10.2-billion joint purchase with certain conditions. "The transaction will create two strong competitors in the East that will provide improved rail service opportunities," the STB said. "Additionally, the deal will produce over time an impressive \$1 billion annually in quantifiable public benefits and numerous other benefits."



CSX



The 424-page decision makes it clear that STB wants to be sure the Conrail takeover does not produce the same kind of service meltdown that resulted from Union Pacific's 1996 merger with Southern Pacific. STB will require a series of monthly, weekly and daily reports detailing operations, capital spend-

ing, labor negotiations and other matters affecting the merged systems, and will hold the case open for five years to monitor its competitive effects. Numerous other conditions were imposed, most of them already agreed to by NS and CSX. In an effort to placate certain interests who contended that New York City and Long Island would be held hostage by CSX, the STB granted Canadian Pacific trackage or haulage rights on the east side of the Hudson River. But the Port of Wilmington, DE was denied inclusion in the Philadelphia-South Jersey Shared Assets Area, which will be operated by a new Conrail entity as a neutral switching carrier open to both CSX and NS.

Also denied was a demand by shippers that they be insulated against higher freight rates, which might result from the staggering cost of the purchase. (One financial analyst has asserted that the true cost of the takeover is not \$10.2 billion but closer to \$20 billion because CSX and NS are also assuming billions of dollars in mortgages and other debt, lease obligations, severance payments and environmental claims. Conrail's market value was \$6.7 billion just before CSX initially tried to acquire it in 1996, setting off a bidding war with NS.) A few aggrieved parties have threatened court action to gain more favorable terms, and a handful of labor unions remain opposed. But last May a Federal judge in Virginia enjoined the unions from striking for a period of 12 months, in an attempt to block the merger or to force additional changes.

The decision will become effective August 22, at which time all Conrail stock is removed from trust and the new owners take possession of the property. But the closing date, when CSX and NS will actually begin operating their former Conrail lines, has not yet been announced. Both railroads have let it be known that they will not hurry the process because of fears that a premature takeover could spread the western congestion into the East. Other unresolved problems involve the required implementing agreements with several unions and ongoing work to link Conrail's computers with those of the surviving roads. It now seems likely that CSX and NS will not begin direct operation of their new lines until late fall or even early 1999--an expensive delay because not only will they forego Conrail's busiest season but each will continue paying \$1 million a day in interest charges on the money they borrowed for the purchase!

With NS taking over 58 percent of Conrail's 11,000 miles, the NS system will grow to more than 21,000 miles in 21 states and one Canadian province, while CSX with its 42-percent share will expand to a 23,000-mile system in 23 states and two Canadian provinces.

CSX and NS also have agreed on how to split Conrail's equipment assets, including its 1,900 locomotives, 55,000 freight cars and 4,100 units of roadway maintenance equipment. Two of Conrail's executive E8 locomotives will go to CSX and one to NS, with the office car fleet also divvied up this month. For the last several months, some 20 Conrail locations have been restencilling freight cars with either "PRR" or "NYC" reporting marks, indicating that the cars will go to NS or CSX respectively. Conrail still owns the former Pennsylvania Railroad and New York Central marks, so this is a convenient method of identifying cars for the two purchasers even before they assume legal ownership of Conrail. Earlier, CSX and NS had formed two Conrail subsidiaries known as New York Central Lines and Pennsylvania Lines, which technically will own the properties operated by CSX and NS respectively.

In this region, NS will take over the ex-Reading Harrisburg Line and various other lines, while CSX will operate the Trenton Line from Philadelphia to Port Reading Junction, NJ via West Trenton. Most Conrail trackage in Philadelphia, Delaware County and South Jersey will continue to be operated as a shared-assets area by Conrail, but CSX and NS will be responsible for all marketing, pricing and billing activities.

In May, CSX and NS struck a deal with Amtrak to allow the freight carriers greater access to the Northeast Corridor mainline. Conrail now holds exclusive freight rights on the Corridor, but the new agreement gives both CSX and NS the right to operate trains over the high-speed line between Washington and North Jersey. In return, the two railroads agreed to insure that intercity passenger and commuter rail are not adversely affected by the Conrail takeover. They also agreed to three years of STB oversight for the on-time performance of Amtrak trains on CSX and NS lines. NS plans to use the Corridor to run premium intermodal, RoadRailer and automotive trains because, unlike CSX, it does not have a direct north-south route of its own through Philadelphia. Amtrak did insist that safety and passenger service not be affected by the freight operations. As part of the agreement, the carriers said that they would negotiate different trackage fees for day and night freight trains, in order to encourage the use of the Corridor at night when passenger traffic is lightest.

Amtrak now supports the CSX-NS takeover, as do most of the commuter rail agencies including SEPTA. In June, the SEPTA board approved an agreement among SEPTA, CSX, NS and Conrail to settle various outstanding issues related to freight and passenger operations, and to extend the October 1, 1990 trackage rights agreement with Conrail for an additional five years. As previously reported, SEPTA and CSX had resolved their dispute over dispatching responsibility for the Trenton Line, with SEPTA retaining that function where its R3 West Trenton and R8 Fox Chase trains operate. SEPTA will also continue dispatching its line through Norristown, which will see the regular passage of numerous NS trains, and the Stony Creek branch, also to be used by NS.

(Continued on Page 10)

SEPTA, TWU SETTLE MARATHON STRIKE (Continued from Page 1)

The strike did produce many unsung heroes, including Regional Rail employees who did a yeoman job of handling thousands of displaced transit riders during the seemingly-endless dispute. And hundreds of SEPTA management employees were out in the stations and on the platforms to provide information and assist in crowd control. Supervisory workers successfully kept the cars and buses running on the Suburban Division Red Arrow Lines, whose drivers were not on strike because they as members of the United Transportation Union had accepted a new contract back in April. But Red Arrow shopmen represented by the TWU had walked out, leading to speculation that the Suburban routes also would eventually shut down. It did not happen. But a much-discussed plan to operate the Market-Frankford Line, the Broad Street subway and the underground segment of the subway-surface lines with non-union employees was never carried out, due mainly to opposition from Philadelphia City Council and some SEPTA board members.

After the initial shock had worn off, most observers agreed that center city at least was coping reasonably well with the strike. The Regional Rail system functioned effectively with a near-50-percent increase in ridership. Carpools, corporate van networks, PATCO service, Phlash buses and a lot of biking and hiking helped keep business activity near-normal. But the picture was far different out in the neighborhoods, where many residents found it difficult if not impossible to get to work or medical appointments.

A key part of SEPTA's survival strategy was the Railroad Division, which made a solid effort to take up some of the slack. Six R5 express/limited trains stopped at Overbrook in both morning and evening rushes, extra R3 trains #9301 and 9396 were run between center city and Secane with added rush-hour stops on other R3 Media-Elwyn trains, three R1 morning trains were extended from Temple to Fern Rock, a morning train to Warminster was added, five afternoon R7 expresses made stops at all local stations from Bridesburg to Trenton, an extra round-trip was operated between Fox Chase and center city and Downingtown-to-Philadelphia R5 train #518 was extended to Lansdale. Additionally, Suburban Division bus routes 104 and 110 made special trips between the western suburbs and Bryn Mawr, Wynnewood and Overbrook rail stations. To ease the problem of ticket collection on morning rush-hour trains, SEPTA at the start of the strike instituted the practice of collecting no fares inbound and double fares on outbound trips, where station personnel could lift the tickets at the platform stairways. At the three center-city stations, queues were set up for each rail line in order to minimize confusion and overcrowding. But conditions moderated to the point that SEPTA returned to normal fare collection June 13.

All eight Regional Rail locomotives were in operation during virtually the entire strike period, and a strong effort was made to keep a maximum number of MU cars in service. The only outside equipment brought in to supplement SEPTA's own fleet were six former RDC "Boise Budd" cars leased from Maryland's MARC. Five of these, V-305, V-306, V-314, V-801 and V-802, were used to equip R3 Media-Elwyn trains 9334/9361 with SEPTA AEM-7 #2302 and cab car #2409. The sixth car, V-311, remained out of service.

On several occasions TWU pickets attempted to stall Regional Rail operations by setting up illegal picket lines at rail facilities. Disruptions occurred at Roberts Avenue yard in North Philadelphia, at Frazer yard in Chester County and at the Cornwells Heights, Bristol and Levittown stations. In the latter action on June 12, pickets stood on the tracks to block SEPTA trains but also succeeded in delaying several Amtrak trains as well. Earlier, TWU demonstrators briefly shut down the 69th Street Terminal. All of these disruptions were short-lived as SEPTA (or Amtrak) immediately went to court to obtain the necessary restraining orders.

Among interesting sidelights of the strike was City Council President John Street's well-publicized attempt to have the courts intervene. His proposal for court-supervised negotiations wound up in the Pennsylvania Commonwealth Court, which took no action. Then there was the Brookens-led threat to picket the visiting Democratic Party Site Advisory Committee, which came to town in response to Philadelphia's bid to host the year 2000 nominating convention. But the Democratic operatives fled the City rather than confront the TWU pickets, an action that irritated other union leaders who saw the convention as the source of many jobs. State Senator Vincent Fumo of South Philadelphia got into a verbal spat with the TWU's Brookens, and later sued the union leader for slander after Brookens allegedly accused Fumo of what was characterized as a "bribe" to end the strike. Earlier, Brookens had approached Fumo for support, but was told by the Senator to take SEPTA's offer because it's "as good as they're going to get".

SEPTA ran a series of newspaper ads which laid the blame for the shutdown squarely on the TWU. In one ad headed "To our riders, we're sorry," SEPTA blasted the union for not giving the public the truth about the negotiations. "(T)he TWU leadership has not only embarrassed the entire City of Philadelphia and the TWU rank-and-file, but also has abandoned its membership at the negotiating table". After the strike ended, Brookens gave several newspaper interviews in which he detailed his negotiating tactics and the underdog role that he cultivated. "I'm not a nice guy," he told the Daily News, asserting that his wild hair, scraggly beard, grungy T-shirts and even his missing teeth were all part of his plan "to win the public's sympathy and put the privileged suits representing SEPTA on the defensive."

After enduring a six-week strike, it is unlikely that the riding public holds a great deal of sympathy either for Brookens or the "SEPTA suits."

FEDS GIVE FINAL OK TO CONRAIL SPLIT (Continued from Page 9)

But Conrail will go out in style. In a recent article, the Inquirer pointed out that the railroad is running with great efficiency and almost unprecedented profitability--just before the ax is ready to fall. And CEO David M. LeVan, who will officially leave Conrail on August 22, is throwing a barbecue bash for his employees the night before at 30th Street Station. It is obvious that many changes will occur on the local rail scene over the next few months as Conrail--itself created just 22 years ago--is replaced by CSX and NS, and by a new and much smaller Conrail switching operation.

NRHS "Railcamp 1998" at Steamtown Big Success

A total of 19 participants totally enjoyed Railcamp 1998, a joint venture of NRHS and the National Park Service, held at the Steamtown National Historic Site in Scranton, PA from July 19-25. Philadelphia Chapter's board of directors had authorized sponsoring two local campers at a meeting last February, but the only application received was from Kyle Myers, son of Chapter Member Paul Myers of Doylestown. Kyle was one of 11 participants who were sponsored by 11 different NRHS chapters from around the country. Of the 19 Railcampers, seven were from Pennsylvania, four from New Jersey and one each from Arkansas, California, Connecticut, New York, Ohio, Texas, Virginia and West Virginia.

A check-in and get-acquainted session was held Sunday afternoon, July 19 at Gavigan Hall, a dormitory on the University of Scranton campus where Railcampers and Counselors Larry Eastwood, Bruce Hodges, Bill Mathews, Cholly Benz and Harla Lazur were housed. Meals were provided by the University's catering service.

On Monday, July 20, following welcoming introductions by Steamtown Assistant Superintendent "Kip" Hagen, NRHS Senior Vice President Larry Eastwood and NRHS Secretary Bruce Hodges, classroom and on-the-scene instructions in interpretation were given by Steamtown Park Rangers Bill Clark and Kenny Gansz. Following lunch, Railcampers were given an overview of the Restoration Perspective by Ella Rayburn, Curator, Steamtown NHS and Wayne Dobson, Supervisory Restoration Specialist. Dobson also spearheaded a fine Friday evening barbeque at the end of the week. Following dinner, everyone attended a baseball game between the Scranton/Wilkes-Barre Red Barons and the Durham (NC) Bulls at Lackawanna County Stadium in Moosic.

The Railcampers were split into two groups on Tuesday, July 21, and they alternately learned locomotive shop practices under the direction of Chris Ahrens, Locomotive Shop Foreman, and roundhouse operations from Roger Samuels, Roundhouse Shop Foreman. There was a good amount of "hands-on" effort, as the participants worked on a hot day removing the smokebox door and boiler staybolts from Boston & Maine 4-6-2 #3713, currently undergoing restoration for eventual operation at Steamtown.

Wednesday, July 22 was designated Career Day, and Railcampers bused to Johnson Technical Institute in Scranton to learn about courses and career opportunities in the industrial trades. The afternoon found a visit from Railfan & Railroad Managing Editor Steve Barry, who outlined journalism possibilities as well as distributing magazines and tee-shirts to all present. Amtrak Locomotive Engineer Tom Wyatt, a Steamtown volunteer, also followed with a session providing a realistic overview of a day on Amtrak operating an AEM-7 electric.

More hands-on exercises followed on Thursday, July 23, as Restoration Specialists Wayne Dobson and George Canavan demonstrated and Railcampers practiced woodworking and metalworking/welding, respectively.

All of the week's busy days were filled with anticipation leading up to Railroad Operations Day on Friday, July 24. Railcampers began their day attending the 8:30 AM briefing for Steamtown's train crews, conducted by Mark Brennon, Chief of Railroad Operations. Each group also went through Train Dispatching, presented by Sam Botts, dispatcher for Delaware-Lackawanna Railroad, an Operation Lifesaver presentation, Railroad Operating Rules, and Railroad Field Exercises, given alternately by Seth Corwin and Bob Hutchison, Steamtown locomotive engineers. All Railcampers rode one of the twice-daily mainline steam excursions to Moscow and return.

A closing ceremony was held around the turntable in Steamtown's Core Complex on Friday evening, at which time Steamtown Superintendent Terry Gess talked enthusiastically about the success of Railcamp 1998, and the likelihood that it will become an annual event designed to interest a new generation of rail enthusiasts about the opportunities and pitfalls involved in historic rail preservation efforts. After certificates were awarded by Railcamp Director Larry Eastwood, some 75 Railcampers, their parents, NRHS counselors and Park Service employees all joined for a huge barbeque dinner put on by Wayne Dobson and other Park Service employees.

Three evenings during the week, workshop sessions were held in the UofS dorms at which time campers were given scenarios surrounding development of a tourist railroad and restoration of a decaying historic town, and how to make the project financially viable. Saturday morning, several small Railcamp groups gave their presentations on how they would accomplish the project in a session attended by NPS and NRHS personnel as well as parents of the Railcampers. This was followed by a feedback session at which candid commentary was provided by Railcampers and parents to NPS and NRHS staff as a means of improving future Railcamps.

ON THE SCENE (Continued from Page 4)

By the 1967 Kentucky Derby, Pullman had retired its last standard-weight sleepers. But, a few interesting "old-time" feature cars were noted at this annual event. Seen were C&O diner-tavern Swan Tavern, L&N diners 2724, 2725-Galt House and 2727-Postlethwait Tavern, C&O twin-unit diner 980-Stuart House and 930-Stuart Kitchen. Also seen were B&O heavyweights diner 1035 and observation 3302. Private sleepers Travel Club, Night Trail, Wabash Valley, Night Star and Capitol Heights, as well as PRR office cars 100, 120, 180 and 7510 were all in Louisville for the big event. During the summer of 1967, L&N heavyweight diner Cross Keys Tavern was still running on the Gulf Wind between New Orleans and Mobile.

Effective with the April 29, 1967 time change, PRR still scheduled two standard 28-1 parlors, one (7042) deadheading on Train 206, returning on 221. The other car ran on PRR Trains 207 and 218, while the heavyweight parlor 7005 was assigned to Trains 200 and 223 as a commuter club.

One of the last regular solid troop trains originated in Boston on June 24, 1967. Led on the PRR by GG1 4928, it included New Haven baggage car 3050, NH Bailey's Beach, Monument Beach, Crescent Beach, East Point, Sandy Point, Beaver Tail Point, North Point, Lords Point, Long Point, PRR Philadelphia County, NH Wilson Point, Shippan Point and Lookout Point. The train was running to Dixon, SC as Main 298.

PHILADELPHIA EXPRESS (Continued from Page 6)

Washington Attorney Edward R. Hamberger has been named president & CEO of the Association of American Railroads. He previously worked in a variety of transportation-related positions on Capitol Hill and elsewhere.Member Bert Pennypacker has yet another of his articles in a national publication. "Anthracite Country 2-10-2" about Lehigh Valley #4024 appears in the September-October issue of Vintage Rails.....New Jersey PBS Channel 23 is now showing the "All Aboard" railroad series on Tuesday evenings. Our Philadelphia-based Channel 12 has not yet seen fit to air this national program.....WILMINGTON & WESTERN's classic 4-4-0 #98 is out of service for the 1998 season because it needs a new firebox. W&W is working to restore recently-acquired 0-6-0 #58 (Lantern).....READING, BLUE MOUNTAIN & NORTHERN held an open house at its Port Clinton (PA) terminal on July 11-12 with locomotive and car displays, lectures and demonstrations. RBM&N is even building a new steam shop.....RBM&N's ex-Pennsy E8 #5898 has moved to the ST. LOUIS, IRON MOUNTAIN & SOUTHERN tourist road in Missouri.

The Federal Railroad Administration has issued new, tougher standards for track and roadbed maintenance, requiring stepped-up safety inspections. These are expected to increase the \$4 billion that U.S. railroads currently spend on track improvements and maintenance. FRA also created new classes of track for high-speed lines, and toughened the "excepted track" classification for substandard (less than ten mph) track not previously subject to regulation.....The little CHESAPEAKE RAILROAD that operated 54 miles of former Pennsy track on the Delmarva Peninsula was forced to shut down last year, and now the Maryland Mass Transit Administration which owns the track is seeking a new operator.....For the summer at least, CSX has adopted the CONRAIL practice of allowing "casual" attire in its offices, as recommended by a "Culture Change Team." But casual dress is not the norm on NORFOLK SOUTHERN, as some Conrailers will soon find out.

EXTRA LIST (Continued from Page 5)

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: Autumn foliage excursion from Harrisburg, Lancaster, Paoli and 30th Street Station to Mystic Seaport, CT and return, sponsored by Lancaster Chapter NRHS. Amtrak equipment will be used. Train leaves Lancaster at 6:20 AM, Paoli at 7:07, 30th Street at 8 AM, arriving Mystic at 1:20 PM via Northeast Corridor. Returning, trains arrives 30th Street at 10:25 PM, Paoli 11:23, Lancaster 12:20 AM. Fare: \$99 per person, including admission to Mystic Seaport. Food service will be available on the train. Order tickets from: Lancaster Chapter NRHS, 105 Harrison Avenue, Christiana, PA 17509-1209, making check payable to "Lancaster Chapter NRHS" and enclosing stamped, self-addressed envelope.

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