

CINDERS

JUNE 1998



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Volume 59

Newsletter of the

Number 6

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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After Long Delay, TWU Finally Strikes SEPTA

Two and a half months after their contract with SEPTA expired, 5,200 members of Transport Workers Union Local 234 walked off their jobs at 12 Noon on Monday, June 1. On strike were operators, mechanics and cashiers on the City Transit Division, workers on the Frontier District based in Norristown and mechanics of the Victory-Red Arrow Division. Earlier, Union President Steve Brookens had warned riders, "If you see a bus coming down the street (Monday morning), do not take it" because there will be no service that afternoon.

City Transit employees had remained on the job since their previous three-year contract expired on March 15, allowing the union to hold a strike threat over the heads of management and the public while the members continued collecting paychecks. But in the fitful negotiations of recent weeks, little or no progress had been made on such major issues as work-rule changes, drug policy, part-time workers, pensions, health-care co-payments and workers compensation. As a result, Brookens told the press on May 21 that the union's patience was exhausted because SEPTA was refusing to budge from its long-held position. He charged that the dispute was not about money but about SEPTA's determination to "break the union," and demanded that SEPTA Board Chairman Thomas Hayward instruct his negotiators to become more flexible. Brookens revealed that the leadership had picked June as the optimum time for a strike because it would affect the summer tourist and convention business, increasing the political pressure on SEPTA to reach a settlement. But a hotel association official told the Daily News that the strike would have "zero impact" on tourists. "For visitors, SEPTA's not particularly user-friendly anyway."



Mayor Rendell reacted sharply as well, saying that he refused to be intimidated and that the City would have a contingency plan in place. He urged the TWU to sign the same "very good" contract overwhelmingly approved in April by United Transportation Union Local 1594 and its 280 Suburban Division drivers. David L. Cohen, SEPTA's chief labor strategist and a former top aide to the mayor, told the press that the TWU "has been in a state of denial about the real issues," and if the workers go out on strike "the entire city will turn against them."

For its part, SEPTA has shown no inclination to back away from its bargaining demands, convinced that it can weather a shutdown. With the hard-and-fast positions staked out by both sides, the prospects for a long and contentious strike appear quite strong. (Four days after the stoppage began, negotiations resumed under pressure from City Council, and the TWU said it would end the strike if SEPTA agreed to binding arbitration.) SEPTA took out full-page newspaper ads stressing the benefits of its contract offer, and aired radio spots suggesting that the rank-and-file workers would enthusiastically approve SEPTA's offer if the union leadership gave them the chance to vote on it.

As a major part of its strike contingency plan, SEPTA immediately geared up the Regional Rail system to handle an expected 50-percent increase in passenger traffic, and that projection was quickly realized. Five hundred management employees were available for SEPTA's strike emergency team, with a large contingent assigned to Regional Rail for supervisory and crowd control duties. To cope with the rush-hour crowds jamming the three center-city stations, "cattle chute" holding areas were set up for each of the rail lines, with tickets collected at the stairways just in advance of each train's arrival. In addition, no tickets were being collected on in-bound runs while two tickets were required for each outbound trip. But City Division TransPasses were being accepted for travel between Philadelphia stations. Extra cars were added to many trains, some additional stops were being made within the City, and one push-pull set was reassigned to the R3 Media-Elwyn line.

The TWU had earlier made veiled threats to shut down the Suburban Division's ex-Red Arrow Lines, which continued to operate because its drivers had approved a new three-year contract. On Tuesday morning the 2nd, dozens of TWU pickets showed up at the Victory Avenue bus garage in Upper Darby and at 69th Street Terminal, effectively blocking the Route 100 Norristown High Speed Line, the two trolley routes and all buses that attempted to pull out for their runs. Riders were stranded for about six hours until SEPTA won a temporary restraining order in Delaware County Court limiting picket lines, and Red Arrow service returned to normal. Later, SEPTA obtained similar court orders in Montgomery and Chester Counties. Thus, SEPTA's plan to have about 45 supervisory employees maintain the buses and cars in place of striking TWU workers would continue indefinitely.

(Continued on Page 12)

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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

MEETING NOTICE:

FRIDAY EVENING, JUNE 19, 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 (\$19.50 per person), Meeting at 7:30 PM
Parking in Wills Eye Hospital garage, 9th Street above Locust (\$5.00 after 6 PM), or Parkway Garage, also 9th above Locust (\$5.75 after 6 PM), Downtown Garage, Walnut Street east of 10th (\$5.00 after 6 PM)

Our June 19 meeting will feature Chapter Member William H. Polk, who will present a program entitled "BEFORE SEPTA: THE PSIC/SEPACT YEARS". This informative lecture will provide insight into the initial programs coordinated between governmental agencies and the Pennsylvania Railroad, Reading Company and Philadelphia Transportation Company which provided subsidized, improved service that led to the ultimate creation of the SEPTA we know today. Bill's long-time experience in this area is sure to provide us an educational evening.

Our usual sit-down dinner will be held in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, at a cost of \$19.50 per person, beginning at 6:15 PM. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, JUNE 16, 1998 to National Director Frank Tatnall at 610-828-0706. This is a strict deadline, and we ask that you please specify when ordering if you desire a fish dinner.

While it is hoped that the current SEPTA labor situation will be resolved by our meeting date, the meeting will be held as scheduled on June 19. Join us as we hear the historical background leading to SEPTA.

Reminder: Summer Dinner on August 20

The annual summer dinner of Philadelphia Chapter is scheduled this year for Thursday, August 20, at the Primavera Pizza Kitchen in Ardmore. Located in a former bank building, the restaurant is directly across the street from SEPTA's Ardmore station (which after 7 PM has hourly train service to Philadelphia). One private dining room seats 30, and an adjoining room seats 16, allowing a maximum of 46 reservations. Cocktails before dinner may be obtained at the bar on the main floor.

The menu offers a choice of entrees: grilled chicken breast, or fish of the day, or spinach and ricotta ravioli with peas and tomato cream sauce. There will also be a soup of the day or organic spring mix salad, dessert and coffee or tea. Choice of main course may be made at the time of service. The price including gratuity is \$25 per person and early reservations are suggested (no later than July 15). Reservations requests and checks made payable to "Philadelphia Chapter NRHS" should be sent to the Chapter at P. O. Box 7302, Philadelphia, PA 19101-7302, or given to Les Dean at the June 14 meeting.

Chapter Officers Re-Elected for 1998-1999

All officers of Philadelphia Chapter were re-elected by the membership at the April 17 monthly meeting. Bruce Irvin acted as chairman of the Nominating Committee at the meeting, as President Doug Watts, Senior Vice President Les Dean, Vice President & Treasurer Charlie Van Reed, Secretary Marie Eastwood and National Director Frank Tatnall were re-elected by acclamation.

Chapter Seeks NRHS Grant for FP7 Work

Philadelphia Chapter last month applied for a \$5,000 grant from the NRHS Heritage Grant Program to help pay for necessary electronic and cab signal equipment in the Chapter's ex-Reading FP7 locomotive #903. Installation of the required ditch lights was 50 percent complete in May, and new batteries will be needed by next year, Equipment Chairman Bob Morris reports. The 903 together with Lancaster Chapter's 902 were displayed May 8 at the Kennett Square headquarters of Delaware Valley Railway for SEPTA, PennDOT and borough officials.

Showdown Looms for Conrail Merger

June is the month that in all likelihood will decide the fate of Conrail. The Surface Transportation Board, which has the power to approve or deny the joint application of CSX and Norfolk Southern to divide Conrail, has scheduled nine hours of oral argument on June 3 and 4. The two-member board will then hold a voting conference on June 8, at which time its decision in the case will be announced. The final written decision will be issued on July 23, effective 30 days after that.



CSX



The primary applicants, CSX, NS and Conrail, were allotted 150 minutes for their statements and rebuttal, while some 65 other parties of record will have about six hours to present their arguments pro and con the merger. These witnesses include representatives of the U.S. Departments of Justice and Transportation, both of which are conditionally

supporting the application, numerous shippers and shipper groups, state and local governments, labor unions, Amtrak, three commuter authorities including SEPTA, and ten freight railroads. Among the latter are the Reading, Blue Mountain & Northern and the Philadelphia Belt Line. Most of these presentations will be limited to five minutes or less (Amtrak has ten minutes).

Speculation in the trade is focused less on whether the STB will approve the merger than on what conditions, if any, the board will attach to its decision. If the applicants are required to grant extensive track-age rights to competitive railroads or submit to severe rate regulation, it is possible that they might scrap their plan. But that scenario is considered unlikely, even if CSX and NS must accept the long list of safety improvements recommended by the STB staff in its final Environmental Impact Statement released last month. Many of these recommendations were inspired by the recent difficulties experienced by Union Pacific in its takeover of Southern Pacific.

Another concern for CSX and NS is a possible cap on rate increases as demanded by several shipper groups, who fear that the two roads will be forced to raise their rates substantially to help recoup the \$10.2-billion cost of this merger. CSX and NS are each paying in excess of \$1 million per day in interest charges on the money they borrowed to finance last year's purchase of Conrail, which would make any extensive delay in the takeover quite costly.

CSX and NS have said that, if the STB's decision is favorable and August 22 is the effective date of the decision, they will shoot for September 1 as the actual date on which to begin operating their respective sections of Conrail. But that schedule is unlikely to hold, because the so-called "implementing agreements" must still be negotiated with several major employee unions, and any conditions imposed would need to be carried out. In fact, CSX Chief Executive John Snow said last month that he expected his railroad to integrate its Conrail operations by the end of 1998. CSX also reports that, in an effort to insure a smooth transition, it has offered jobs to all Conrail field managers in its new territory, something that UP failed to do. Most union workers in the field, such as train and engine crews, can also expect continued employment.

CSX and NS last month tendered job offers to many of the 1,700 managers in Conrail's Philadelphia headquarters, although a much larger percentage of those managers will be forced to take the rather generous severance packages offered. Prior to May, more than 15 high-ranking Conrail executives had already accepted jobs with CSX or NS, in addition to those assigned to the new Conrail organization which will operate the joint CSX-NS Shared Assets Areas in Philadelphia/South Jersey, North Jersey and Detroit. In this regard, it was announced last month that the North Jersey Shared Assets Area will be expanded onto Staten Island, taking in the soon-to-be-reopened Staten Island Railroad which serves the 187-acre Howland Hook container terminal on New York harbor.

Separately, sources indicate that Conrail has begun restencilling some of its freight cars with "PRR" or "NYC" reporting marks. As detailed here earlier, NS and CSX for tax purposes will actually lease from Conrail their segments of the system, designating them "Pennsylvania Lines" and "New York Central Lines" respectively. Thus far, no visible signs have appeared to indicate which locomotives will go to CSX or NS.

Chapter Membership Renewal High

Again this year, Philadelphia Chapter is enjoying a remarkably high rate of membership renewals, with 97 percent of 1997 members signing up again for 1998. As of May 30, there were 507 full members who paid both their national and local dues through this Chapter, the second highest total among the 174 chapters in NRHS.

Reading Color Book Now Available

Reading Company in Color, Volume 1, by Jeremy F. Plant has been issued by Morning Sun Books, Inc., and is available for purchase for Chapter members through the Chapter bookstore. List price for this book is the standard \$49.95, and Chapter members can purchase a book for \$42.00 per copy. This book contains many excellent never-published photographs and is a must for any Reading fan's bookshelf. Copies will be available at the June 19 Chapter meeting. Members wishing to reserve a copy should call Secretary Marie Eastwood at 215-947-5769.



Amtrak's Intercity schedules changed on May 17 and like the Northeast Corridor changes from earlier, only minor revisions were programmed. Still, there were several items noteworthy:

The Silver Palm and Silver Star will join the Crescent in making the change from electric to diesel power at Philadelphia instead of Washington. These trains have already had some "dwell time" included at 30th Street because the RoadRailers are added to the southbound Palm and dropped from the northbound Star here. As well, the southbound Crescent's schedule is lengthened between New York and Philadelphia as it is once again assigned an E60 instead of two AEM-7's between these two points.

While plans seem afoot to at some point extend the Pennsylvanian to Chicago via Cleveland, this may have to wait the finalization of the Conrail splitup (this route would become part of Norfolk Southern). For now, to accommodate trackwork west of Harrisburg, both the Three Rivers and Pennsylvanian are operating on longer schedules this summer. The Three Rivers has also added a flagstop at Latrobe, PA.

Along the Northeast Corridor, Train 145 adds a stop at Aberdeen, MD, and 163 drops an unintended stop at Newark, DE. Metroliners 101 and 120 both add a stop at New Carrollton, MD.

The Empire Service will be benefitting from three major projects. Buffalo's Depew station is receiving improvements, a new intermodal facility is under construction at Syracuse, and plans are advancing for a new Albany-Rensselaer station. At the latter point, a massive complex under consideration would place the station tracks "underground", thus eliminating what has been a favorite photo location for motive power and equipment.

For the summer, schedules between New York and Albany will change several times to accommodate Metro-North track work. On Sundays during August and early September, the northbound Ethan Allen to Rutland, VT will operate as a through train from New York, rather than connecting off the Maple Leaf at Albany-Rensselaer. This is to accommodate race fans to Saratoga Springs, who will be able to return to New York City on an extra through train in the evening from that point.

Further west, the Pere Marquette between Chicago and Grand Rapids has re-introduced the use of Road-Railers to a route which featured earlier versions operated by Chesapeake & Ohio some 40 years ago!

Amtrak will no longer allow passengers passing through Chicago between the Southwest Chief and Capitol Limited to remain on board during the Chicago layover. Actually, this really isn't that bad, since Union Station is full of shops and food locations. The Empire Builder, meanwhile, makes its summer switch from Browning to Glacier Park. The westbound Builder operates about an hour later now, too.

Plans to introduce a fifth Eagle between Chicago and Los Angeles have been placed on hold since Union Pacific cannot accommodate the additional traffic.

The projected date for the fall schedule change along the Corridor is September 27, but this may be postponed two weeks to allow for completion of NJ Transit's new Hamilton Square station east of Trenton.

Despite hauling more passengers this year, Amtrak is projecting a greater loss, mainly due to lessened expectations for its express business, which has been impacted by hostility from some freight railroads as well as startup problems. However, at the end of May, the Surface Transportation Board ruled in favor of Amtrak's haulage of carload and trailerload shipments of express on its scheduled passenger trains. In agreeing with Amtrak, the STB found that "'express' need not be restricted by commodity, shipment size, type of equipment or a variety of other operational factors.....(rather that it).....should be defined more flexibly as premium transportation service at premium rates--expedited, regularly scheduled train service provided at prices which are generally higher than freight service--that is provided as an adjunct to Amtrak's passenger service." The STB determined that Amtrak express service was consistent with that definition.

The Florida Fun Train operates Thursdays through Sundays for the general public (and is available for private charters on Mondays through Wednesdays). Schedules vary by day. On Thursday, the FFT runs midmornings northbound, late afternoon southbound to South Florida. On Friday, the train runs evenings to Orlando only. On Saturday, the train operates south in the morning and northbound in the afternoon. On Sunday, the train runs south morning and evening to South Florida, with a northbound trip to Orlando in the afternoon. This means that the consist spends Friday and Saturday night in Orlando.

Washington Chapter did run its special train on May 2 via Bear, DE. While originally intended to go all the way to Pocomoke, concerns about track conditions forced a change in plans and the train only went as far south as Salisbury, MD. The train consisted of F40's 315 and 305, 13 Amfleet cars and private varnish Pine Tree State and Washington Chapter's own Dover Harbor.

Private cars on trains with RoadRailers can pose a logistical problem. One solution is to insert them on the head end of a train, as was the recent case with Golden Moon and Imperial Leaf, added to the westbound Lake Shore Limited at Cleveland.

In motive power items, a third F40, #286, has joined the 245 and 310 in maintenance-of-way service in Philadelphia, with the possibility of more units to come. In addition, ex-GO Transit "GP40H" units 192 and 193

ON THE SCENE (Continued from Page 4)

ve been seen on concrete tie trains during May, and were seen resting at Wilmington shop on June 2.

The first of 21 new F59's was delivered in mid-May. The 450 went to Los Angeles for the sixtieth anniversary celebration of the introduction of San Diegan streamliners, and the 451 went to Seattle, most likely for crew training.

In equipment news, the latest Metroliner Service scheme is called "Vision 2000". At last count, six club cars, six full dinettes, 21 ADA coaches and 11 standard coaches had been upgraded. Since these cars are supposed to be operated in complete trainsets, as many as six of the ten sets required to operate the Metroliners could be in the new scheme on any given day. Additionally, the eight Custom Class coaches assigned to the San Diegans have recently been upgraded to this standard and, with one exception, have brought the "new" Amtrak Tivery to Amtrak West's Amfleet cars.

A recent check turned up 16 classic 10-6 sleepers still in dormitory service. The fleet included nine 2400-series cars (with an ADA-compatible roomette) and seven 2800-2900 series examples. The 2221, an 11-bedroom sleeper originally built by Budd as CB&Q 452 in 1952, has been designated as an Amtrak staff sleeper. Upon release from repairs, it will be renumbered to 10021.

North Carolina's Mount Mitchell, a former Milwaukee Road Superdome, is offering an enhanced service on the Piedmont Fridays through Sundays from May through the end of August. Services are similar to the Carolina Club on the Carolinian with the obvious exception of movies.

In a commuter item, the Long Island Rail Road has announced that 170 coaches and 13 power cab units will be offered for sale between June 1998 and April 1999 as the new double-deck cars and EMD locomotives replace them. This will be the last summer to photograph the LIRR as it has appeared since the GP38's and MP15's replaced most of the Alco Century C420's back in 1976 and 1977.

Turning to our nostalgia files, the most impressive rolling restaurants in the East were the "twin-unit" dining cars operated by Pennsylvania, New York Central and later by the Atlantic Coast Line and Baltimore & Ohio. The typical standard dining car usually seated 36 to 48 and a kitchen and pantry took up a large part of the car. If business exceeded this capacity, the usual choice was a second diner, as occurred on many New York-Florida streamliners.

Union Pacific first specified a full dining room in its 1937-vintage transcontinental (Chicago-West) streamliners and the kitchen shared a second car with a coffee shop for coach passengers. The New York Central had rebuilt cars along similar lines in 1936 for its first Mercury streamliner, but the kitchen shared space with a coach section.

Years ago, diners often only operated via parts of a train's route and were switched out to serve meals on another train, and crews often had to sleep on tables or in hammocks. It really was impractical to switch out a diner and many early long-distance streamliners accommodated diner crews in dorm space in a lounge car or in a baggage-dormitory.

In 1939, the PRR was faced with providing food service to its new TrailBlazer coach streamliner, expected to do quite well with the New York World's Fair. The solution was to rebuild some early D70 diners into twin-unit cars with a kitchen-dormitory. At the same time, two other sets incorporated a coffee shop in the kitchen unit. They went on the Congressionals with a compensating morning trip in each direction.

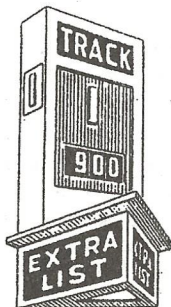
At the height of World War II, in 1943, PRR rebuilt three more sets with dorms for the Jeffersonian (a coach streamliner added to St. Louis). Two more sets (with coffee shops) introduced twin-unit diners to the Senator. One of the new sets was severely damaged in the 1943 Congressional wreck at Frankford Junction.

After World War II, 16 twin-unit diner sets were ordered from three carbuilders. PRR's Altoona shops built five sets along with other cars to re-equip the TrailBlazer and the Jeffersonian. American Car & Foundry (ACF) built five sets and Budd six more. They were used to introduce "master dining" cars to the Broadway Limited, Liberty Limited, "Spirit of St. Louis" and Cincinnati Limited and, I believe, the South Wind. Meanwhile, the rebuilt cars from earlier were bumped to special service or backup duties.

With the general decline in passenger service, many cars were rendered surplus. Still, as late as 1965 two of the ACF carsets (4606-4609) were given major overhauls. There were still four Budd sets in use (and they'd pass on to Amtrak in 1971) and, in the later years of the PRR and PC period, they were limited to the Broadway Limited and the surviving St. Louis train, and even these eventually gave way to single-unit diners. Of course, Budd also built a pair of twin-unit diners in 1952 for the Congressionals and these provided a second lounge for parlor passengers in the kitchen end, supplementing the rear-end parlor-observation (there were five parlors and an all-room parlor in 1952).

Atlantic Coast Line also operated twin-unit diners through Philadelphia, mostly on the West Coast Champion to Tampa. All were former C&O cars, including three Budd-built sets constructed for the ill-fated Chessie streamliner (and converted to kitchen-dorms). The other two sets were part of a group of eight Pullman-Standard pairs built in 1950 and immediately sold off to ACL (2), Illinois Central (2) and NYC (4). The NYC sets were sold about 1957 to IC and B&O (the latter using them on the Capitol Limited). Coast Line split up its cars in 1962, using the dining room portions as "recreation cars" on its renovated Florida Specials. The fifth pair could sometimes be seen on holiday season specials as needed.

Union Pacific received the first streamlined twin-unit diners laid out with a kitchen dorm in 1937 for its Challengers and got the last new twin units (a pair) in 1954 from ACF for the City of Denver. Also in the West, Southern Pacific took the concept a bit further with a number of articulated triple-unit sets. The center section usually was the kitchen on units intended for the Daylights and each end was a diner or coffee shop. For the Lark and Cascade, the center section was the dining room, and the longer end sections were a kitchen-dorm and a lounge (with several tables that could be used for overflow meal service). In 1966, I saw a set (still in classic Daylight livery) running on the Coast Daylight during an airline strike.



JUNE 14, 1998: Flag Day Specials on West Chester Rail Road. Diesel-powered trains leave West Chester, PA (Market Street station) at 12 Noon, 1:30 and 3 PM for Glen Mills and return. Fares: \$8 adults, \$5 children (2-12). Reservations suggested by telephoning 610-430-2233.

JUNE 18-21: Annual Railroad Heritage Conference with "The Railroad in American Life" as theme, at Penn State Altoona campus, Altoona, PA. Among featured speakers will be: Dan Cupper, author and historian; Stephen B. Goddard, author of Getting There; Janet Greenstein Potter, author of Great American Railroad Stations and member of Philadelphia Chapter NRHS; James D. Porterfield, columnist and author of Dining by Rail; and William Withuhn, curator of transportation at the Smithsonian Institution. Included will be tours of Horseshoe Curve, Conrail's Juniata and Hollidaysburg shops and Allegheny Portage National Historic Site. Registration fee: \$490 per person, including accommodations in the newest residence hall at Penn State Altoona (program fee without accommodations \$395 per person). To register, send check payable to "Penn State" to: Penn State Altoona, Continuing Education, 3000 Ivyside Park, Altoona, PA 16601-3760. For information, telephone 814-949-5048.

JUNE 20: "Good Old Summertime" early evening excursion on Brandywine Scenic Railway along Brandywine Creek, featuring live barbershop music aboard the train and picnic following the trip. Diesel-powered train leaves Northbrook, PA, six miles west of West Chester, at 5 PM. Fares: \$35 adults, \$30 children (2-12), including train ride, snacks and barbecue picnic. Reservations required by telephoning 610-793-4433.

JUNE 21: Father's Day Specials on Brandywine Scenic Railway. Diesel-powered trains leave Northbrook, PA at 11 AM, 1 and 3 PM. Fares: \$8 adults (dads \$4), \$7 seniors (55 and over), \$6 children (2-12). Special prize drawing on each trip. For information, telephone 610-793-4433.

JUNE 21: Father's Day Extras on West Chester Rail Road. Diesel-powered trains leave West Chester, PA (Market Street station) at 12 Noon, 1:30 and 3 PM for Glen Mills and return. One father on each trip will win a cab ride. Fares: \$8 adults (dads \$4), \$5 children (2-12). Reservations suggested by telephoning 610-430-2233.

JUNE 27-28: "All Aboard Days" at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, featuring living history program on hobo life. Special boxcar rides offered both days. On Sunday, display of antique autos, buses and trucks will be presented alongside the museum's historic trains. Hours for hobo program: 10 AM-5 PM. Hours for antique vehicle show: 12 Noon-4 PM. Regular admission charges apply. For information, telephone 410-752-2490 or 410-752-2388 (World Wide Web at www.borail.org).

JUNE 28: 20th annual Canal Festival at Hugh Moore Park, Lehigh Drive, Easton, PA, 11 AM-6 PM. For information, telephone 610-559-6613.

JUNE 28: Public run day at Pennsylvania Live Steamers, Route 29, Rahns, PA, featuring three gauges of live steam and diesel trains.

JUNE 28: "Historic Germantown Avenue by Trolley" tour on SEPTA Route 23 trackage from Chestnut Hill to Ontario Street and return aboard PCC car, sponsored by the Foundation for Architecture, Chestnut Hill Community Association and Philadelphia's Historic Northwest Coalition. 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 in Germantown for walking tour of Victorian Germantown. Car returns to Chestnut Hill about 3:30 PM. Fare: \$15 per person, with pre-registration required by telephoning 215-569-3187.

JULY 3-5: "Reading Railroad Days" at Railroad Museum of Pennsylvania, Strasburg, 9 AM-7 PM Friday and Saturday, 11 AM-7 PM Sunday. Huge operating model railroad provided by Reading Company Technical & Historical Society, oral history presentations, tours of Reading equipment, video programs will be featured. Regular admission charges apply. For information, telephone 717-687-8628.

JULY 8-12: "Empire Heritage Rails" NRHS National convention at Syracuse, NY, sponsored by Central New York Chapter. Featured events include excursions on Tioga Scenic Railway; Finger Lakes Railway; Adirondack Scenic Railway and Saturday feature trip on Susquehanna Railway from Syracuse to Binghamton, NY and return behind steam locomotive #142. A two-day pre-convention diesel special will run from Syracuse to Scranton, PA for visit to Steamtown, via Susquehanna and St. Lawrence & Hudson. Annual banquet will hear Walter Rich, chairman of Delaware Otsego/Susquehanna Railway, as main speaker. Annual members meeting will also be held, and numerous non-railroad activities have been scheduled. Registration fee is \$20. Full convention brochures and order form have been sent to those who have pre-registered or will be sent to those registering now. Some events are sold out, and some additional trips of existing events have been scheduled. For information, write: Central New York Chapter NRHS, P. O. Box 229, Marcellus, NY 13108-0229 (FAX 315-487-4829 or E-Mail at CNYNRHS@aol.com). The Chapter's web site may be visited at www.rrhistorical.com/cnynrhs.

JULY 18: "Ice Cream Night" Moonlight Special train will operate on Reading, Blue Mountain & Northern Railroad from Temple to South Hamburg, PA and return, sponsored by Reading Company Technical & Historical Society. Train departs Temple station at 6:30 PM. During layover at RCT&HS "Leesport Yard", passengers may create their own ice cream sundaes, visit museum and sales car. Fares: \$8.75 adults when purchased three days in advance (\$9.75 day of trip), \$4.75 children (12 and under) (\$5.75 day of trip), and family rate of \$24.00 (\$28.00 day of trip) for two adult and two children's tickets. Order tickets from: RCT&HS Passenger Operations, P. O. Box 15143, Reading, PA 19612-5143, enclosing stamped, self-addressed envelope for return of tickets. Information and group rates available by telephoning 717-336-4168.

JULY 18: Repeat of "Good Old Summertime" excursion on Brandywine Scenic Railway. See June 20 item for details.

JULY 18-19: "Black River & Western Railroad Days '98" at Ringoes, NJ. Regular trains depart for Flemington at 10:45 AM, 12:15, 1:45, 3:15 and 4:45 PM. Fares: \$8 adults, \$4 children (3-11). Evening train to Lambertville departs 7:30 PM, returns 11:10 PM. Other activities include antique cars, equipment displays, flea market. Admission and parking free. For information, telephone 908-782-6622.

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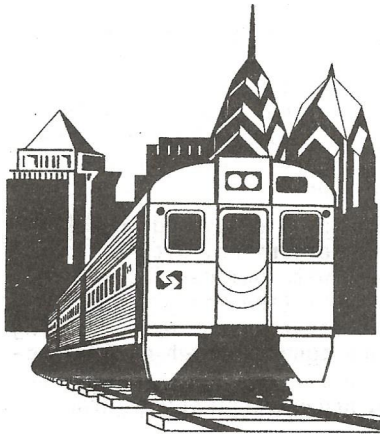
PHILADELPHIA



FRANK G. TATNALL, JR.

A tanker truck hauling 8,000 gallons of gasoline crashed and burned on I-95 in Chester early on Saturday, May 23, killing two people. The ensuing fire seriously damaged a bridge over Chester Creek and forced the closure of the busy highway for more than 24 hours. With traffic now restricted to two lanes in each direction, major delays appear certain for several weeks until the damaged bridge girders can be replaced. SEPTA quickly offered its paralleling R2 service as an alternate for frustrated motorists, running hourly trains between Wilmington and Philadelphia over the Sunday and Monday of Memorial Day weekend. Then, beginning on Tuesday the 26th, SEPTA extended seven Marcus Hook trains to Wilmington (#0219, 9227, 9231, 9237, 4273, 4277, 4279) along with their counterpart northbound trains. Extra cars also were added to all trains to and from Newark, DE and SEPTA reported carrying more than 1,000 extra passengers daily on its R2 trains.

SEPTA has postponed the issuance of new timetables for most Regional Rail lines to June 7. The R3-Elwyn, R5 and R7 timetables will not be reissued because revised schedules for those lines were published effective April 12.... The new R6 timetable will show running times to and from Norristown increased by up to ten minutes, due to heavy repair work on the Cresson Street viaduct in Manayunk. This will require single-tracking between the Wissahickon ("Drive") and Miquon ("River") crossovers. The "Schuylkill Flyer" rush-hour express will be eliminated for the next three months while rebuilding proceeds.On May 20, SEPTA extended five R2 Marcus Hook trains to Wilmington to assist passengers eager to buy tickets for the record \$194-million Powerball lottery. (Delaware is a Powerball state but the winner turned out to be from Illinois.) SEPTA even passed out fortune cookies to the hopeful passengers on one train.....Some R2 schedules will be adjusted because of AMTRAK's platform rebuilding project at Wilmington station, during which one of the three tracks will be removed from service.



The \$2.5-million restoration of historic Overbrook station is stalled, because the principal contractor is unable to perform the work. It appears that a new contractor will need to be brought in.....The new 115-foot-long Cassatt Avenue pedestrian bridge at Berwyn station was lifted into place April 25, after the AMTRAK mainline was shut down early that morning. The former Cassatt Avenue road bridge had been closed since 1981.....That odd-looking projection on the roof of SEPTA MU car 266 is for a video camera housing, which is used to survey the catenary.....The SEPTA board has approved the expenditure of \$2.7 million to renovate the 19th floor of the 1234 Market Street headquarters for a new Railroad Division control center. The present center is in the basement of the Mellon Bank Building at 18th & Market.....More than \$500,000 has been set aside for restoration of the historic Allen Lane station on the R8 Chestnut Hill West Line.

Reconstruction of the track and signal system between Wayne Junction and Glenside is currently in the design phase. Construction should begin late next year, but there will be no shutdown of service as was the case with the RailWorks project of 1992-93.....SEPTA's locomotive-hauled push-pull sets are assigned to R5 trains 9524/9745, 9528/9559, 9530/9021, 9536/9565, 7532/7555 and 9538/7563. R7 Trenton trains 9724/9749 also use a push-pull set. The ten center-door coaches to be delivered by Bombardier in late 1999 may be numbered in the 2600 series. They will have 117 seats instead of 133 in the present 2500-series cars.....Work continues on the \$15-million rehabilitation of the unused Schuylkill River viaduct in Manayunk, with at least one span completed.....The Gryphon Cafe coffee shop opened last month in the 1885-vintage Wayne station, after an impressive restoration of the station interior. Now the Wayne Station Historic Preservation Association is raising money to restore the exterior of the building. The first project, brick and mortar repair, is about to begin.

As last month ended, SEPTA had reached a tentative agreement with CSX to retain dispatching authority for CONRAIL's Trenton Line between Woodbourne and West Trenton. Initially, CSX had insisted on taking over dispatching of this line which it will inherit if and when Conrail is sold to CSX and NORFOLK SOUTHERN later this year. Since 1983 SEPTA has performed the dispatching for both passenger and freight trains in this joint area, and naturally viewed any shift of dispatching to CSX's Jacksonville (FL) headquarters as a threat to its R3 West Trenton service. SEPTA had been prepared to testify before the Surface Transportation Board June 3 at the hearing in the Conrail merger case, asking that STB require CSX to allow SEPTA to continue the dispatching as a condition of the merger.

The Transportation Equity Act for the 21st Century--"T-21"--approved by Congress last month will give a major boost to Pennsylvania transportation projects and to SEPTA. Spearheaded by the powerful chairman of the House Transportation Committee, Bud Shuster of Altoona, T-21 authorizes a total of \$203 billion for highways and mass transit over a six-year period, 30 percent higher than the recently-expired Intermodal Surface Transportation Efficiency Act (ISTEA). President Clinton is expected to sign the measure, even though it exceeds last year's balanced budget guidelines by nearly \$20 billion. This fact inspired many fiscal conservatives in Congress to decry the high level of spending, but they were drowned out by legislators eager to take credit for major highway and transit improvements in an election year.

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recently-expired Intermodal Surface Transportation Efficiency Act (ISTEA). President Clinton is expected to sign the measure, even though it exceeds last year's balanced budget guidelines by nearly \$20 billion. This fact inspired many fiscal conservatives in Congress to decry the high level of spending, but they were drowned out by legislators eager to take credit for major highway and transit improvements in an election year.

PHILADELPHIA EXPRESS (Continued from Page 7)

Mass transit will enjoy a substantial increase in capital funding under T-21, to about 18 percent of the \$200.5 billion total plus any highway funds "flexed" to transit. Under the old law, SEPTA received a total of \$1.1 billion in capital grants (including \$174 million flexed from PennDOT), but under T-21 SEPTA should receive at least \$1.4 billion. Earmarked in the bill is \$75 million for the Schuylkill Valley Metro rail line between Philadelphia and Reading, and money for numerous highway and transit projects in the Delaware Valley. It even contains \$8 million for an aerial tram over the Delaware River connecting Philadelphia's Penn's Landing area with Camden. Another positive feature of the bill is an increase from \$60 to \$65 per month in the tax-free allowance which employers may give their workers for paying fares on public transportation (as in the local TransitChek program). This allowance will increase to \$100 per month in 2002.

SEPTA held public hearings last month on its largest-ever \$476.6-million capital budget and \$742.1-million operating budget for Fiscal Year 1999 beginning this July 1. Both appear relatively non-controversial, the capital budget representing a substantial increase of \$40 million from the FY 1998 spending plan (see May Cinders). The operating budget, on the other hand, envisions just a \$10-million increase over FY 1998, which SEPTA attributes to debt issuance for the new Market-Frankford cars. No fare increases are proposed in the operating plan but some service improvements are envisioned. Both budgets are geared to SEPTA's recently-completed Five Year Plan for Strategic Change, and should go to the SEPTA board for approval this month. For the first time SEPTA's fiscal year for the capital budget will begin on July 1 instead of September 1, in order to conform with the State's fiscal year as does the operating budget. The FY 1999-2002 capital program proposes total spending for the period of \$1.95 billion, much of it to be furnished by the Federal government under the newly-enacted T-21 legislation.


SEPTA had a very good month in April, with an operating surplus after subsidies of \$1.7 million. Although the cumulative deficit for Fiscal Year 1998 ending June 30 was \$2.3 million, management still hopes to close in balance for the second consecutive year. There was a strong uptrend in passengers carried, as weekday "linked" or one-way ridership reached 720,000, 2.5 percent higher than budget and 3.2 percent above April 1997. Any lingering loss of riders due to the March strike threat had vanished. Ridership on Regional Rail again was especially strong, running 11 percent above budget and six percent over the year-ago figure. Total April revenues were \$22 million, 6.4 percent above budget and 2.7 percent over the year-ago April.

At the end of May, 18 married pairs of the new M4 Market-Frankford cars had been delivered to SEPTA, out of the total order for 220 cars. Normally, two to three six-car sets are in revenue service, with all cars expected to be on the property by late 1999.....The liquidated damages settlement with builder ADtranz, compensating SEPTA for the late delivery and overweight of the M4 cars, is still in doubt (see May Cinders). SEPTA is negotiating with the Federal Transit Administration to allow ADtranz to work off the debt by installing a new communications based train control system (CBTC) for the 2.5-mile subway-surface tunnel, which would electronically provide speed and stop enforcement. The entire project will cost about \$25 million, but in the event that the no-bid contract with ADtranz is declared null and void, SEPTA has requested pre-qualification information from other likely bidders.

SEPTA was pleased with the results of the statewide "Discover Transit Week" which was observed May 10-16, especially on "Car-Free Wednesday" May 13, when a discount fare of \$1 was offered on all transit lines and \$2 on Regional Rail. The idea was to tempt automobile commuters to try SEPTA, and more than 11,000 extra fares were recorded that day. The lucky winner of a drawing at 69th Street Terminal went home with a year's free transit pass.....Public transit ridership increased 2.8 percent in 1997 over the previous year, reports the American Public Transit Association. Light rail set the pace, with calendar-year ridership up 5.8 percent--due partly to the new line in Dallas and the expanded San Diego system (Railway Age).

The Route 10 trolley is due to return to its normal route via Lansdowne Avenue on June 18. The line has been detouring via Girard Avenue since April due to track and street repairs.....Demolition work was underway last month on the Chester Avenue bridge over the R3 rail line in Southwest Philadelphia. Construction of a new bridge will keep the Route 13 cars on their detour route via 49th Street-Woodland Avenue-58th Street until late next year.....The City last month donated Budd-built subway-el car #606 to the Arden museum, Arden, PA. It is operational.

In recent months diesel buses frequently were seen operating instead of trackless trolleys on Routes 29 and 79 in South Philadelphia, as well as on the three Frankford-based lines. Some operators reportedly prefer diesel buses because robbers can pull the trackless poles and then assault the operators. The Citizen Advisory Committee met with SEPTA officials on the subject and were assured that the electric vehicles would henceforth be used almost exclusively, possibly with the trolley rope retrievers relocated well above street level. Of the 66 trolleys now approaching 20 years old, 36 have been rebuilt by SEPTA in their respective depots, but no new vehicles are planned for the five trackless routes.....A public hearing on SEPTA's Annual Service Plan for the City Transit Division is scheduled for June 9 at the SEPTA offices.

 At the end of May AMTRAK's funding outlook for Fiscal Year 1999 was still in doubt, with the Senate Appropriations Subcommittee on Transportation due to mark up its bill early in June. Some observers fear that Amtrak might receive insufficient funding to support its current system.....AMTRAK did get a boost on May 29 when the Surface Transportation Board ruled that the carrier has the right to handle express freight traffic in its passenger trains. The board thereby denied the contention of UNION PACIFIC and other freight railroads that Amtrak was exceeding the limits of its passenger-train franchise, and was unfairly competing for business that is rightfully theirs. But the STB ruled that Amtrak may carry express cargo "at prices which are generally higher than freight service." Over the past year, Amtrak has acquired a fleet of boxcars and hybrid RoadRailer vehicles especially for its new freight service, which the STB said must be handled in scheduled passenger trains when on tracks of the freight railroads, but on Amtrak's own Northeast Corridor may operate in solid express and/or mail trains.

PHILADELPHIA EXPRESS (Continued from Page 8)

President Clinton last month nominated the new AMTRAK board of directors, all of whom except the Secretary of Transportation must be confirmed by the Senate. Former Governor Michael Dukakis of Massachusetts is one of the nominees, but three are Republicans including well-known Amtrak Advocate Tommy Thompson, the governor of Wisconsin. Under present law, the new board must be seated by July 1.....AMTRAK ridership increased 5.8 percent in the January-March quarter to 4.74 million passengers, up from 4.48 million in the same quarter of 1997. Northeast Corridor ridership increased from 2.56 million to 2.79 million, an 8.4-percent increase. For the same three months, systemwide on-time performance rose more than five percent to 82.8 percent.

AMTRAK and the City of Philadelphia staged a relighting ceremony on May 26 for the famed Pennsylvania Railroad War Memorial statue in 30th Street Station. City Councilwoman Happy Fernandez presided at the ceremony held beneath the 39-foot-tall statue, which was commissioned by the railroad and executed by well-known sculptor Walker Hancock. Depicting an angel lifting a fallen soldier to heaven, the statue was dedicated in 1952 with the names of the 1,300 PRR employees who lost their lives in World War II inscribed on its base. New spotlights have been installed by Amtrak to illuminate the statue at night.

On May 18 a new express bus service was inaugurated between Bethlehem, PA and 30th Street Station, operated by Trans-Bridge Lines. Funded in part by PennDOT and the Lehigh & Northampton Transportation Authority, the new service, using buses decked out in a new "train-bus" paint scheme, offers four round-trips daily for the one-and-a-half-hour trip. Even 15th District Congressman Paul McHale said that he will be a regular rider (Paul Kutta, Howard Bender).....A contractor is erecting new steel poles to carry Amtrak's high-voltage transmission line around a construction site in Conshohocken. The wires follow the abandoned Pennsy right-of-way from Norristown to Philadelphia, feeding 12,000-volt power from the Safe Harbor generating station near Columbia, PA to the Northeast Corridor.

Chapter Member Janet Greenstein Potter has published another article in a national magazine. The author of the authoritative book Great American Railroad Stations, Janet's article "Public art in stations" appears in the July-August issue of Vintage Rails. It describes the interiors of 30th Street Station and Cincinnati Union Terminal.....The Great American Station Foundation, a group dedicated to restoring many of the nation's rail passenger stations, has sent out a fund-raising letter signed by New York Senator Daniel Patrick Moynihan. Individual memberships go for \$40. Write to GASF, Union Station, 4th Floor East, Washington, DC 20002-4285.....AMTRAK is continuing its tie-replacement work on the Harrisburg line. Among the proposals made to upgrade service on the line is construction of a new station at Paradise or Leaman Place, which would allow passengers to transfer to the STRASBURG RAIL ROAD or to Amish-country tour buses.

There are currently 23,000 AMTRAK employees paying into the Railroad Retirement Fund, out of a total of 250,000 active rail employees. But there are nearly 750,000 retirees drawing benefits from the fund. Although its government managers insist that the fund will meet its obligations for at least the next 20 years, loss of those 23,000 Amtrak workers would be a serious blow. In some cases, railroads have contracted out work once performed by their own employees but now done by people who pay into Social Security rather than Railroad Retirement.

CONRAIL



CONRAIL last month completed work on the 15 EMD SD70MAC locomotives (#4130-4144) being assembled at Juniata shop, Altoona. They are dressed in full "Conrail Quality" paint. All but the final two units are in service on Conrail, although not equipped with cab-signal equipment which prevents them from leading on the Harrisburg-Pittsburgh mainline, the Port Road and certain ex-Pennsy lines in the Philadelphia area. They are intended for service

on CSX after its hoped-for merger with Conrail, and thus will not need PRR-style cab signals.....Four of the 24 new non-AC SD70's (#2557-2580) were on the Juniata shop floor the last week of May. These units will ultimately go to NORFOLK SOUTHERN and be numbered to follow NS's present SD70 fleet.....CONRAIL's Office Car Special will be busy this month, as it winds down its duties prior to the expected takeover by CSX and NS. On the schedule is a June 16 "farewell" trip Philadelphia-Perryville-Harrisburg-Reading-Philadelphia for the Conrail board, which will be formally dissolved in August.

CANADIAN PACIFIC operated a "Delaware & Hudson 175th anniversary special" from Montreal to 30th Street Station, Philadelphia, via CONRAIL's Harrisburg Line, arriving early on May 21. The eight-car train was hauled by two freight units which were too high to fit into 30th Street's Lower Level, so an AMTRAK switcher pulled the train in. It departed early on the 22nd.....Ex-PRR, ex-CONRAIL GP30 #2233 has been donated to the Railroad Museum of Pennsylvania by the widow of the late owner. The unit had been used on West Shore Railroad excursions out of Lewisburg, PA.....Former Penn Central Executive Robert D. Timpany, 79, of Villanova, passed away on May 6. He also served as trustee of the Jersey Central Railroad until its merger into CONRAIL in 1976.

NJ TRANSIT has installed automatic train control (ATC) equipment on its Morristown, Boonton and Bergen County Lines, and is working to complete installation on other ex-Jersey Central and Erie Lackawanna lines. When completed, all NJT routes will be equipped with cab signals, and work will then progress on a Positive Train Stop (PTS) system from Union Switch & Signal. This will have to be compatible with the Advanced Civil Speed Enforcement System (ACSES) which will be installed on the AMTRAK Northeast Corridor (Railway Age).....Railpace reports that the use of AMTRAK's Corridor Clipper track inspection car on NJ TRANSIT's Atlantic City Line last December did not presage the restoration of Amtrak service to the gambling resort. It was simply checking track for account of NJT.....NJT indicates that its next order of passenger cars may be of the bi-level design to meet increasing passenger demand.

The 52-year-old Atlantic City Race Course closed its doors for good last month, the victim of competition from the nearby casinos. Back in the 1940's and 1950's, the PRR operated many special trains from Philadelphia via a PRSL spur directly to the track.....An article in USA Today warns that new CTX5000 bomb detection devices being installed at major airports can damage photographic film. "If you are traveling with a

EXTRA LIST (Continued from Page 6)

JULY 19-25: Railcamp 1998, sponsored by NRHS and National Park Service's Steamtown National Historic Site, with assistance from University of Scranton and Steamtown Volunteer Association, will be held at Steamtown, Scranton, PA. Pilot camp will be open to maximum of 40 teenagers from 9th through 12th grades, who will learn all facets of restoration of historic railroad equipment, railroad operations, career possibilities. Numerous social activities have been planned. Tuition for week-long event is \$495, including lodging at UofS dormitories and meals. For flyer, write: Railcamp 1998, NRHS, P. O. Box 58547, Philadelphia, PA 19102-8547, or telephone 215-557-6606. Deadline for registration is June 15, 1998.

JULY 25: 7th annual "Rail to the Fair" special Amtrak train from Philadelphia to Harrington and Frankford, DE and return, sponsored by Delaware Transit Corp. and DelDOT. Train leaves 30th Street Station at 9, Claymont 9:21, Wilmington 9:43, Newark 10:01 AM, arriving Delaware State Fair at Harrington 12:35 PM via Conrail's Delmarva secondary track, then will continue to Frankford via Indian River secondary track. Train will return to 30th Street about 8:45 PM. Ticket prices range from \$67.50 Philadelphia-Frankford to \$22.50 Harrington-Frankford. Reduced fares for children ten and under. For tickets and other information, contact Doug Andrews at DTC (telephone 302-577-3278 extension 3541) or Christine Hoffman (302-577-3278 extension 3412).

JULY 26: Public run day at Pennsylvania Live Steamers, Rahns, PA. See June 28 item.

JULY 26: "Historic Germantown Avenue by Trolley" tour. See June 28 item for details.

AUGUST 20: Annual summer dinner of Philadelphia Chapter NRHS at Primavera Pizza Kitchen, Ardmore, PA. See story elsewhere in this issue.

SEPTEMBER 4-7: "Rail Expo '98" at Steamtown National Historic Site, Scranton, PA. Events include double-headed steam excursions, night photo session, shop tours, vintage diesels, live-steam models. For information, telephone 717-340-5200 or toll-free 888-856-2345 (World Wide Web at www.cs.uofs.edu/~steamtown).

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 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.

THROUGH OCTOBER 11: Exhibit on Hershey Transit Company entitled "The Hershey Trolley Revisited" at Hershey Museum, Hershey, PA, co-sponsored by Rockhill Trolley Museum. Exhibit includes scale model of freight trolley on a milk run and full-scale mock trolley section with original equipment. There are also videos, photos, artwork and artifacts of the Hershey Trolley system, which survived until 1946. Hours: 10 AM-6 PM through Labor Day, 10 AM-5 PM after Labor Day. Admission: \$5 adults, \$4.50 seniors, \$2.50 children (3-15). For information, telephone 717-534-3439.

PHILADELPHIA EXPRESS (Continued from Page 9)

camera and film, keep them with you and do not check them," advises an industry trade group representing Kodak, Fuji and other film makers (Potomac Chapter).....Chapter Member Henry Posner of Pittsburgh, who as chairman of Railroad Development Corp. has been active in acquiring railroads in the U.S., Central and South America, is lauded by Columnist Frank Wilner in the May issue of Railway Age. Posner emphasizes that smaller railroads can succeed only when they can develop sufficient revenue sources, not merely be adept at cutting costs.....A local group has proposed a 1.25-mile trolley system for downtown Wilmington, DE, based on a \$70,000 feasibility study (Wilmington Chapter).

Right-of-way is being cleared for the new track connecting CSX's mainline with CONRAIL at Grays Ferry, Philadelphia. The half-mile connection will occupy the abandoned Reading Chester Branch and allow CSX trains to run onto the High Line as well as into South Philadelphia.....After the impending split of CONRAIL, CSX plans to form a new Mid-Atlantic Service Lane, extending from Philadelphia to North Jersey and on to Selkirk, NY via the ex-New York Central River Line. The present Baltimore Service Lane operates the ex-B&O line west from Philadelphia.....DVARP reports that General Electric has designed a dual-mode "Genesis 3" locomotive that will operate both on diesel and 12,000-volt AC overhead power. DVARP believes such a unit would be ideal for SEPTA service extensions.

The U. S. Postal Service is planning to operate a special train nationwide as part of its "Celebrate the Century" program. Starting later this year, the train will feature a "working" Railway Post Office car (ex-Southern Railway owned by NRHS Member James Bistline). Also included will be an exhibits car highlighting major 20th Century events and postal history, and an ex-Pullman for retail sales of commemorative stamps and memorabilia. To be operated by AMTRAK, the train will first travel from Chicago to the West Coast, and may be expected to visit Philadelphia in 1999.....Chapter Member and Noted Author Bert Pennypacker has an article entitled "Western Maryland Treasure" published in the May-June issue of Vintage Rails. It profiles WM's famed K2 Pacifics.

Area Tourist Roads Listed for 1998 Season

Following are listed the tourist railroads expected to operate this summer season in the Philadelphia area (defined as 100 miles or less from the City and within a day's round-trip drive). Expected operating periods are shown, but without detailed schedules (which can be obtained by mail or telephone from the listed addresses and phone numbers). An (S) indicates steam is normally operated, and (D) indicates additional dinner train service.

As the majority of these lines depend upon passenger fares for their survival, railfans are urged to ride as many of them as possible this season.

BLACK RIVER & WESTERN RAILROAD, Ringoes, NJ

P. O. Box 200, Ringoes, NJ 08551-0200 (908-782-9600)

Weekend & holiday service, also Thursdays & Fridays in July and August

(NOTE: Steam locomotive may operate this season)

BRANDYWINE SCENIC RAILWAY, Northbrook, PA

1810 Beagle Road, West Chester, PA 19382-6799 (610-793-4433)

Weekend service

CAPE MAY SEASHORE LINES, Cold Spring, NJ

P. O. Box 152, Tuckahoe, NJ 08250-0152 (609-884-2675)

Daily service

EAST PENN RAIL EXCURSIONS, Kutztown, PA

P. O. Box 148, Kutztown, PA 19530-0148 (610-683-9202)

Weekend & holiday service

MIDDLETOWN & HUMMELSTOWN RAILROAD, Middletown, PA (D)

136 Brown Street, Middletown, PA 17057-1703 (717-944-4435)

Weekend & holiday service, also Tuesdays & Thursdays in July and August, Sundays and holiday only in September

NEW HOPE & IVYLAND RAILROAD, New Hope, PA (S) (D)

32 West Bridge Street, New Hope, PA 18938-1303 (215-862-2332)

Daily service

NEW JERSEY MUSEUM OF TRANSPORTATION, Farmingdale, NJ (S)

P. O. Box 622, Farmingdale, NJ 07727-0622 (908-938-5524)

Narrow-gauge line located in Allaire State Park

Weekend & holiday service, also weekdays in July and August

RAIL TOURS, INC., Jim Thorpe, PA

P. O. Box 285, Jim Thorpe, PA 18229-0285 (717-325-4606)

Weekend & holiday service

READING, BLUE MOUNTAIN & NORTHERN RAILROAD, Port Clinton, PA

P. O. Box 218, Port Clinton, PA 19549-0218 (610-562-2102)

Irregular service on specified dates only

STEAMTOWN NATIONAL HISTORIC SITE, Scranton, PA (S)

150 South Washington Avenue, Scranton, PA 18503-2079 (888-693-9391)

Weekend & holiday service, also Fridays in June, Thursdays & Fridays through September 4

STRASBURG RAIL ROAD, Strasburg, PA (S) (D)

P. O. Box 96, Strasburg, PA 17579-0096 (717-687-7522)

Daily service

WANAMAKER, KEMPTON & SOUTHERN RAILROAD, Kempton, PA (S)

P. O. Box 24, Kempton, PA 19529-0024 (610-756-6469)

Weekend service

WEST CHESTER RAIL ROAD, West Chester, PA

P. O. Box 385, Yorklyn, DE 19736-0385 (610-430-2233)

Irregular service on specified dates only

WILMINGTON & WESTERN RAILROAD, Marshallton (Greenbank), DE (S) (D)

P. O. Box 5787, Wilmington, DE 19808 (302-998-1930)

Weekend & holiday service, also other specified dates

AMTRAK OFFERS BASEBALL SPECIALS, KEYSTONE DAYS

Amtrak has scheduled a special train from Harrisburg and intermediate points to South Philadelphia for the Phillies-Chicago Cubs baseball game on Sunday, June 14. The price is \$60 for adults, \$50 for kids, including seats in the 200 level at Veterans Stadium. On Saturday, July 18, a special train will run from 30th Street, Cornwells Heights and Trenton to Shea Stadium, New York for the Phillies-Mets game. Ticket price is the same as shown above. For information and reservations, call toll-free to 888-AMTRAK-1.

On the weekend of June 27-28, Amtrak will offer round-trip tickets for the one-way fare between any two Keystone Service stations on the Harrisburg line. Special tie-in events will be featured in Philadelphia, Lancaster and Harrisburg, as part of Amtrak's 4th annual Keystone Rail Days.

After Long Delay, TWU Finally Strikes SEPTA (Continued from Page 1)

At midweek, the TWU had not carried out its threat to shut down the Regional Rail system with surprise picketing at crew reporting locations.

SEPTA reinstated one service which had been idled by the strike of Frontier District employees. On Wednesday the 3rd management drivers began running shuttle buses between Norristown Transportation Center and the busy King of Prussia Mall, but that route was quickly changed to the R6 Elm Street station in Norristown, with non-striking UTU drivers at the wheel. Predictably, the TWU leadership cried foul, invoking the time-honored term of "scab" to describe SEPTA and the operators.

But the biggest anti-strike strategy in SEPTA's arsenal was the plan to operate service on the key Market-Frankford subway-el, the Broad Street Line and the section of the subway-surface lines between the 40th Street portal and Juniper station. A force of nearly 100 management employees, including many subway-el instructors and supervisors, had been put through an operations training course, and were soon running non-revenue "pilot" trains every ten minutes over the high speed lines. But, SEPTA said it would not begin carrying passengers unless permission was received from elected officials in Philadelphia and the suburban counties--a very doubtful prospect given the political ramifications of the plan. (Mayor Rendell, however, quickly endorsed the idea, giving the union further distress, although a majority of City Council appeared firmly opposed.) SEPTA also hired 50 outside security guards to supplement its own 220-member police force.

Meanwhile, individual riders coped as best they could, taking Regional Rail, driving their automobiles on already-crowded streets, forming carpools, grabbing taxis, riding bicycles or simply using shoe leather. Many large employers assigned company vehicles or hired van fleets to ferry their employees to and from work-sites. The center-city Phlash minibus service, staffed by TWU members under a separate contract, and paratransit services continued to operate. The newspapers were full of strike news and tips for getting around without transit--as well as complaints from SEPTA users critical of both SEPTA and the union for their mutual intransigence. One interesting sidelight was the June 1-3 visit to Philadelphia by the Republican Party Site Selection Committee, which the union had hoped to discourage with its strike action. But Republican leaders said that they were greatly impressed with the City's presentation, and that the strike would have absolutely no effect on the decision whether or not to choose Philadelphia for their year 2000 nominating convention, expected to bring hundreds of millions of dollars to the region in the form of hotel and restaurant business.

At the time Cinders went to press, it was impossible to predict how long the strike would last. But as repeatedly demonstrated in previous SEPTA strikes, the longer this one continues the greater the number of riders who will permanently leave the system because they have found better alternatives.

NOTE: THE NEXT ISSUE OF CINDERS WILL BE MAILED IN EARLY AUGUST

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