



# CINDERS



MAY 1998

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**PHILADELPHIA CHAPTER**  
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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.

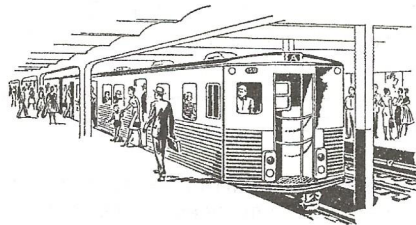
**ADDRESS CHANGES** should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. PLEASE INCLUDE NEW PHONE NUMBER!

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

## SEPTA Transit Contract Remains on Hold

In late April, SEPTA and Local 234 of the Transport Workers Union remained in a negotiating standoff, six weeks after expiration of the contract covering 4,900 City Transit Division operators, mechanics and cashiers. The workers stayed on the job as the system continued to operate normally. After the old three-year agreement expired on March 15, union leaders said that they would not call a strike as long as they saw "progress" in their negotiations with SEPTA. Such a voluntary extension of a strike deadline is unprecedented in the sometimes stormy history of SEPTA and the TWU.



The wild card in this dispute is the April 2 settlement between SEPTA and United Transportation Union Local 1594, which represents 280 bus and trolley operators on the Victory District (former Red Arrow) of the Suburban Transit Division. In the past the UTU has almost always followed the pattern of the TWU agreement, but this time the suburban union took the lead in agreeing to a ten-percent pay increase over three years, an increase in the pension cap to \$50,000 by the year 2000, a restructured workers compensation plan that restricts benefits, attendance incentives that allow workers to earn paid days off and work-rule changes that include the automatic discharge of employees who test positive for drugs. The thorny issue of hiring part-time workers is to be handled initially by restricting those operators to "small" buses, but it was reported that the union must sign off on any hirings. Union members overwhelmingly ratified the pact on April 6 and the SEPTA board approved it on April 23.

Some of the provisions accepted by the UTU are the very same as those the TWU has refused to consider. Even after UTU rank-and-file ratified their contract, TWU Business Agent Bruce Bodner was quoted as saying that this "had nothing to do" with the City Division negotiations. "It is exactly the offer we are not willing to accept." It would appear that such intransigence would make the TWU's position difficult to justify before the public, which may explain why after weeks of on-and-off negotiations the union has not followed through on its threat to strike. SEPTA issued a flyer to riders headlined (in red): "URGENT--What's going on? Why SEPTA can't reach a new contract with the TWU," which laid out a few details of SEPTA's offer. But, during April the negotiations have been so low-key that in some cases weeks have gone by with no mention in the press of the still-unresolved dispute. By mid-month the high-alert status for SEPTA management people had been relaxed, vacations were again being permitted and a state of near-normalcy had returned to the land.

Also remaining unsettled are agreements with other SEPTA workers represented by TWU Local 234. They include 180 Red Arrow maintenance personnel whose old contract expired on April 2, and 140 operators and mechanics on the suburban Frontier District who have been working without a contract since April 7. Talks covering both City and Suburban workers resumed in late April and continued on almost a daily basis between SEPTA's negotiating team and the TWU, after several periods in which no meetings were scheduled. Conferees were reluctant to discuss any specific progress but did indicate that the major issues remain unresolved.

Meanwhile, the public's fear of a sudden strike seems to have abated somewhat, as SEPTA reports that many riders who deserted the system in March appeared to be returning in April.

## MEETING NOTICE:

FRIDAY EVENING, MAY 15, 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 May 15 meeting will feature Chapter Member William J. Vigrass, who will present a narrated slide lecture entitled "The Midwest in the Fifties", covering rail action throughout Ohio and points west during the golden era of mainline railroading. Expect to see lots of first-generation diesels with those fallen flag paint schemes, as well as other scenes, as recorded by Bill's camera.

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, MAY 12, 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.

Make sure you mark June 19 on your calendar for an interesting program from Chapter Member William H. Polk, entitled "SEPTA's Predecessors", a look basic at the various agencies leading up to SEPTA's formation.

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## Chapter to Sponsor Teenagers at NRHS Railcamp at Steamtown in July

The National Railway Historical Society, in cooperation with the National Park Service's Steamtown National Historic Site and the University of Scranton, will host "Railcamp 1998" at Steamtown in Scranton from July 19-25.

This camp is open to high school students entering the 9th through 12th grade in September, and will be a comprehensive overview of the proper way to identify and prepare a vintage piece of rail equipment for authentic restoration. In addition, the week-long session, coordinated by National Senior Vice President Larry Eastwood and National Secretary Bruce Hodges, will feature sessions in railroad operations, including dispatching, steam locomotive operation and other essentials. Also anticipated are some discussions on railroad career opportunities, and each camper will attend an Operation Lifesaver presentation course during the week. There will be evening social activities, too, including a coal mine tour and a Scranton-Wilkes Barre Red Barons baseball game.

Tuition for the camp is \$495 per student, and includes lodging in the dormitories of the University of Scranton, as well as meals from the University's dining facility.

Philadelphia Chapter is willing to sponsor two attendees to the Camp, and any qualified person who is interested in going should write to Douglas W. Watts, President, Philadelphia Chapter NRHS, 151 S. Bishop Ave., Apt. T-8, Secane, PA 19018-1968, and state why they want to attend and what they hope they would be able to achieve from Railcamp.

A flyer describing the Camp is available from: Railcamp 1998, c/o NRHS, P. O. Box 58547, Philadelphia, PA 19102-8547, or by calling NRHS Senior Vice President Larry Eastwood at 215-947-5769. National Park Service rangers from Steamtown will serve as course instructors, and NRHS personnel will be on hand as counsellors during this pilot project.

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## Chapter Summer Dinner Set for August 20

Philadelphia Chapter's annual summer dinner will be held this year on Thursday evening, August 20 at 6:30 PM, in the Primavera Pizza Kitchen, Ardmore, PA, Senior Vice President Les Dean has announced. The restaurant is located in a former bank building adjacent to SEPTA's Ardmore station. One private room seating 30 has been reserved for the Chapter, while the adjoining vault (now a wine cellar) seats 16, which imposes a maximum of 46 reservations. Cocktails prior to dinner may be obtained at the bar on the main floor.

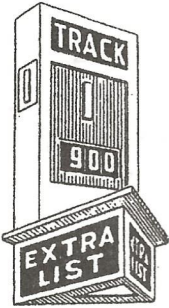
The menu is as follows: Homemade soup of the day or organic spring mix salad, grilled chicken breast or spinach and ricotta ravioli with peas and tomato cream sauce or fish of the day, tirami su, coffee or tea. The price including gratuity will be \$25 per person. Choice of main course may be made at the time of service on August 20. Reservations and payment are needed by July 15, with checks made payable to "Philadelphia Chapter NRHS" and mailed to the Chapter at P. O. Box 7302, Philadelphia, PA 19101-7302.

This is expected to be a very festive occasion, and members are urged to make their reservations early for this always enjoyable event.

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## Chapter to Consider Change in Meeting Time

With the discontinuance of dinner service effective in September, Chapter officers are considering the possibility of advancing the start of the monthly meetings from 7:30 to 7 PM. They would be interested in any views pro or con on this proposal, which may be expressed at the May and June meetings or by mail to President Doug Watts, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.



MAY 9, 1998: Public auction of surplus books, magazines, pamphlets and other printed rail-related material from NRHS Library by Ted Maurer, Auctioneer, at Ridge Fire Company, Route 23 west of Phoenixville, PA, starting at 10 AM. Advance viewing will be the previous evening from 7 to 9 PM and on auction day from 8 to 10 AM. This material will be combined with other lots in an auction expected to total more than 700 lots. For information, telephone Ted Maurer at 610-323-1573 or 610-367-5024.

MAY 10: Mother's Day Extras on West Chester Rail Road. Diesel-powered trains leave West Chester, PA (Market Street) at 12 Noon, 1:30 and 3 PM for Glen Mills and return. Fares: \$8 adults (mothers \$4), \$5 children (2-12). Reservations suggested by telephoning 610-430-2233.

MAY 10: Mother's Day Specials on Brandywine Scenic Railway, with trains leaving Northbrook, PA via Delaware Valley Railway at 11 AM, 1 PM and 3 PM. Fares: \$8 adults (mothers \$4), \$7 seniors (55 and over), \$6 children (2-12). For information, telephone 610-793-4433.

MAY 16: Rail Expo at Haluwasas Shoreline two-foot-gauge railroad at Camp Haluwasas, off Route 30, Ancora, NJ, 10 AM-4 PM. Donation: \$5 adults, \$3 children (under 12). For information, telephone 609-561-3081.

MAY 16: NJ Transit's Try Transit Festival (formerly Hoboken Festival), 10 AM-5 PM at Hoboken Terminal, Hoboken, NJ. Equipment displays, railroadiana and food sales. Admission free.

MAY 16-17: Spring Open House at Reading Society of Model Engineers 15-inch-gauge Laurel Run Railroad off Mount Laurel Road, Temple, PA, 12 Noon-5 PM. Admission by donation. Live steam and diesel-powered trains will operate. For information, telephone 610-929-5444.

MAY 16-17: Railroad/Transpo Heritage Days at Hagerstown Roundhouse Museum, 300 South Burhans Blvd., Hagerstown, MD, 10 AM-5 PM. Admission: \$3 adults, 50 cents children (12 and under). Features include miniature steam railroad rides; model trains; locomotive, caboose, antique truck and fire engine displays; plus food and gift shop. For information, telephone 301-739-4665.

MAY 16-17: 6th annual Horn & Whistle Fair at Altoona Railroaders Memorial Museum, 1300 Ninth Avenue, Altoona, PA. Regular admission charges apply. For information, telephone toll-free 888-4-ALTOONA.

MAY 23-25: Memorial Day celebration with modern and historic military equipment at Steamtown National Historic Site, Scranton, PA. For information, telephone 717-340-5185.

MAY 30-31: All Aboard Days--Caboose Weekend at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, 10 AM-5 PM. Regular admission charges apply. For information, telephone 410-752-2490 (World Wide Web at [www.borail.org](http://www.borail.org)).

MAY 31: "Historic Germantown Avenue by Trolley" tour on SEPTA Route 23 trackage from Chestnut Hill loop to Ontario Street and return aboard PCC car, sponsored by the Foundation for Architecture, Chestnut Hill Community Association and Philadelphia's Historic Northwest Coalition. Cars leave at 1 and 3:30 PM. Fare: \$15 per person, including walking tours of historic areas and light refreshments. Advance registration required (telephone 215-569-3187).

JUNE 6: Excursion to Shore Line Trolley Museum, Branford, CT, sponsored by West Jersey Chapter NRHS. Chartered motor coach leaves PATCO Haddonfield, NJ station at 7 AM, returns about 9 PM. Passengers have option of riding Metro-North train from Grand Central Terminal, New York to New Haven, CT, where bus will meet them. Meal stops will be made. Ticket price includes ride on museum's three-mile private right-of-way (former Connecticut Company). Fare: \$40 per person (add \$11 for Metro-North option). Order tickets from: Bill Sweeney, 20 Webster Avenue, Cherry Hill, NJ 08002-3279, making checks payable to "West Jersey Chapter NRHS" and enclosing stamped, self-addressed envelope.

JUNE 6-7: Pennsy Days at Railroad Museum of Pennsylvania, Strasburg, 9 AM-5 PM Saturday, 11 AM-5 PM Sunday, co-sponsored by Pennsylvania Railroad Technical & Historical Society. Art, photography, models, railroadiana, special lectures, demonstrations and videos highlighting the PRR will be featured. Artists will discuss and sell their works, and there will be a special exhibit of the museum's famed railroad art and print collection. Regular admission charges apply.

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

JUNE 28: "Historic Germantown Avenue by Trolley" tour from Chestnut Hill loop, 1 and 3:30 PM. See May 31 item for details.

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 railroad provided by Reading Company Technical & Historical Society, oral history presentations, tours of Reading equipment, video programs will be featured. Regular admission charges apply.



Amtrak Train #40, the Three Rivers, was involved in a derailment-sideswipe accident on Conrail at Conway yard on April 13. Consist of the train was P42's #49 and 91, MHC's 1415, 1405, 1455, baggage 1162, MHC's 1430, 1437, 1524, baggage 1252, 1163, Amfleet II coaches 25091, 25116, Horizon dinette 53508, Amcoach II 25077, Heritage 10-6 sleeper 2892 (deadheading) and San Diegan Custom Class Amfleet I car 44871, enroute to Bear shop. Bringing up the rear of the train were CouplerMate 5003, RoadRailer 410026, Coupler Mate 5210 and EOT device 23345.

New intercity schedules will be issued May 17 and are rather evolutionary. Permanent Northeast Corridor schedules were also to be issued the same date.

In motive power news, GE P32BH #518 was assigned to San Antonio on April 18 to switch express cars. Two more F40's have gone to Union Pacific, this time on April 20. Units 314 and 387 are on the UP, but there is no word as to whether they are replacements or additional units. Four stored FL9's (484, 487-489) were towed from Albany-Rensselaer to Bear at the end of March. Units 485 and 486 remain in limited Empire Service action.

The eight new P32DM units, 710-717 have been delivered. Empire Service trains now run through with the dual-mode Genesis units, but VIA shops at Toronto are not familiar with such power and so F40's will still be used on the Maple Leaf between Albany-Rensselaer and Toronto. The additional seven P32DM's have permitted the release of F40's 245 and 310 from Albany to Philadelphia for work train service.

Two additional Talgo consists have been spoken for, and they will see service in the Pacific Northwest (joining three sets ordered previously and now under construction). One set will see service on the Los Angeles-Las Vegas route, with Amtrak hoping to make this run in an hour less than UP's City of Los Angeles was able to do 40 years ago. Permission has been received to operate the Talgos at higher speed, thus reducing running times. With this, Amtrak has been able to add a midday Seattle-Portland round-trip with the Talgos.

The 60th anniversary of the introduction of San Diegan service was to be celebrated by Amtrak on May 17. For it was on March 27, 1938 that Santa Fe introduced a Budd-built consist making two round-trips between Los Angeles and San Diego. In time, a second consist added two more round-trips. Today, of course, the San Diegans are Amtrak's second busiest product line. As an aside, the second, third and fourth busiest product lines can all be found in the Golden State, since the San Joaquins and the extensive network of connecting bus service are major Amtrak players.

The Reno Fun Trains ended this season's run on March 27 and the Amfleet cars were transferred to Los Angeles for the summer. The assigned full-length dome (10030) was scheduled to operate on the San Diego-San Luis Obispo run along with the 9302 (and the third dome car, 9300, has been moved from storage at Beech Grove). Also newsworthy with the dome lounges was the operation of 9302 on special train #879 on March 28. Then, the 10030 ran on a special to Phoenix, AZ on April 16, and on San Diegan #570 on April 18.

Amtrak's Intercity unit provided a 17-car Superliner trainset and scheduled five round-trips from South Florida to Washington in March. These were the latest in a line of safety patrol specials. This year, 15 Superliner coaches, a sleeper and a diner were provided. Power was a pair of Genesis units. On April 18 and 19, meanwhile, Amtrak operated fantrips from Knoxville to Corbin, KY and return, consisting of six Superliner coaches, two lounges, two diners and a transition sleeper. Private car 800131 Chouteau Club was in the consist for first-class travel.

On April 4, a photo special was operated up to Brattleboro, VT, made up of Northeast Corridor P42 #111, Vermont baggage car 1802 and seven Amfleet cars.

Prototype Viewliner sleeper 2301 usually makes limited forays as a backup to newer cars on the Twilight Shoreliner. However, on March 12-14, it ran a round-trip between Boston and Chicago. The 11th dormitory sleeper to be rebuilt from a Heritage 10-6 sleeper is the 2510-Pacific Patrol (ex-2924).

Virtually all of the 1400-series MHC's were back in service after the modifications performed as a result of the Conrail accident on the Chicago Line several months ago.

Eleven towers remain in service on the Northeast Corridor plus one at Washington Terminal. From north to south, these are: Pelham Bay, Hudson (Harrison, NJ), Dock (Newark), Union (Rahway), North Philadelphia, Zoo and K Tower (Washington). The Harrisburg Line has five more: Overbrook, Paoli, Thorn (Thorndale), Cork (Lancaster) and State (Harrisburg).

Eight former Metroliner cab cars are stored at Wilmington. For the record, these are: 9631 (4-97), 9637 (9-95), 9647 (7-93), 9651 (12-93), 9709 (3-95), 9826 (5-97), 9827 (5-97) and 9828 (5-97).

Amtrak is understood to be considering plans to improve the interiors of NEC-assigned Amfleet cars to incorporate more of the image of the forthcoming high-speed trains. Among possible considerations are "bistro"-type food service cars with European-style stand-up side-mounted small tables. There will be a repair program this year for wreck-damaged Amfleet I and Amfleet II cars. At least ten of each are likely candidates, and high time, too!

(Continued on Page 5)

## ON THE SCENE (Continued from Page 4)

Two long-active "meatballs" are close to being returned to service. Portal-wrecked victim #910 and fire-damaged #947 have both reached the point where they have been repainted. The other Portal victim, #901, is the prototype unit in the midlife rebuilding program which will eventually include all 52 AEM-7's.

End-of-train devices are currently used on the following trains: #3-4, 21-22, 40-41, 52-53, 89, 92, 448-49.

The new Long Island double-deck commuter cars will begin at 4001 for conventional cars and 5001 for control cars. New diesel units will be numbered in the 400 series and dual mode units will be in the 500 series.

Parlor cars were the accepted method of deluxe daytime travel in the "glory days". Most of the cars in the Northeast were owned and operated by Pullman Company as late as 1940, when the Lehigh Valley bought its cars, 1941 (B&O), 1945 (DL&W) and 1956 (Pennsylvania).

The Pennsy, of course, had the largest fleet of Pullman-operated cars, close to 150 having been air-conditioned in the 1930's. The onset of World War II resulted in the surrender of at least 20 cars to coach service as some short-distance routes were discontinued "for the duration." The remaining 126 cars were purchased by the PRR at the end of 1945. They would remain Pullman-operated until the fall of 1956.

The Pennsy's only commitment to new parlor cars was an order for 22 cars in four series from the Budd Company to equip new Congressional and Senator trainsets. Sixteen cars were laid out with 29 chairs and a five-seat drawing room. A single revolving chair was located on each side of a wide aisle. Five cars were assigned initially to each Congo consist and three to each Senator. Each trainset included a parlor-observation with a 25-seat lounge section. The two Congressional cars included 18 parlor chairs ahead of the buffet, but the two Senator cars incorporated a telephone room and hence, only 14 chairs. The Congressionals had included drawing room sleepers Willow River and Willow Valley as all-room parlors since as early as 1941. The service was continued in the new trains in two new seven-drawing room parlors, equipped with telephones.

The New Haven Railroad made America's greatest commitment to streamlined parlor cars, ordering no less than 50 new cars. The NH preferred to operate its parlor cars on the head-end of its trains (that meant you would be first off at stub-ended Grand Central Terminal in New York and South Station in Boston. Twenty-five straight parlors seated 36 in normal configuration with no drawing room. However, about half of the fleet actually ran for a while with 2-1 seating (as on a current Amfleet Amclub), seating 52 passengers. This did not last long. These cars were named for on-line towns.

Five cars incorporated a smoking lounge (as did the 103 new coaches). The parlor end of each car included 25 chairs and the cars were first named Rivers and later in the New series. In the late 1960's, 2-1 seating was installed in several cars. The remaining 20 cars were named for Counties and included a baggage room, a drawing room and two "day roomettes", basically an enclosed room with no private lavatory facilities. Ten cars included about 31 lounge seats and a buffet while the other ten included 14 chairs (2-1 seating) and 11 lounge seats.

In 1952 or 1953, six of the first group of cars lost their baggage rooms for two more drawing rooms (and a telephone booth). In the Penn Central era, 19 parlor chairs replaced the lounge seats. The other four cars drifted into mid-train commuter bar service. As for the ten cars with parlor and lounge seats, a number were converted to lounge cars (with the baggage doors intact but interiors paneled as a lounge). Amtrak took four of them and converted the cars back to baggage-parlor-lounges (and later to baggage-coaches).

As for the 25 standard parlors, ten were rebuilt to coaches in 1964 and at least three others went back to 52-chair (2-1 seating) types near the end of the New Haven era.

## Delaware Festival Postponed to Fall

The 10th annual Delaware Transportation Festival, scheduled for May 16 at the Amtrak station in Wilmington, has been postponed until late September or early October. Sponsored by DeIDOT, the DART transit system and Amtrak, the event was postponed because of major construction projects now in progress in and around the station.

When a new date is announced, it will be reported in Cinders.

## Schedule Changed for Proposed Reading Trips

The three Amtrak excursions marking the 250th anniversary of the City of Reading have been rescheduled (see report in March Cinders).

The trip announced for Friday, September 25, will still operate, but will be a round-trip rail excursion from Reading to Philadelphia and return, at a fare of \$99 per person, reports Membership Chairperson Sheila Dorr. The September 26 excursion from Reading to New York and return has been shifted to Saturday, November 7, with the fare remaining at \$125 per person. The September 27 excursion from Reading to Washington, DC has been rescheduled for Sunday, November 8, and will operate as an all-rail round-trip, with the fare increased to \$125 per person.

Reservations and information may be obtained from the sponsoring organization, the Historical Society of Berks County, 940 Centre Avenue, Reading, PA 19601-2198 (telephone 610-236-0488).

# PHILADELPHIA



## FRANK G. TATNALL, JR.

Among the major Regional Rail projects included in SEPTA's capital budget for Fiscal Year 1999 are the Schuylkill River bridge reconstruction (\$10 million), the Wayne Junction to Glenside track and signal program (\$22 million), the proposed Paoli Transportation Center (\$7 million), station and parking construction including the new Thorndale station (\$3.1 million) and trackage leases from AMTRAK (\$19.1 million). It should be noted that these are only the figures for 1999, while all of the programs will extend beyond next year.

SEPTA hosted the annual Commuter Rail Conference of the American Public Transit Association at the Philadelphia Marriott Hotel March 22-25. Hundreds of transit officials converged on the City for the numerous meetings, seminars and facility tours, which included a pre-meeting excursion to Strasburg, PA on March 21. Silverliner IV cars 284 and 299 were operated via AMTRAK's Harrisburg mainline to Leaman Place, where the APTA group was transferred to a STRASBURG RAIL ROAD train.....Several of the refurbished Silverliner IV's are in service minus their baggage racks. SEPTA hastens to assure riders that the racks will be restored once they are returned from the rechroming process.

Welded rail installation on the Norristown Line was to be completed by April 24, with work on rebuilding the Cresson Street viaduct in Manayunk to begin late this month. Revised R6 timetables will be issued.....SEPTA is seeking a consultant for a feasibility study on the proposed extension of R3 service from Elwyn to Wawa, a distance of three miles.....All of the catenary has been removed from the abandoned Paoli rail yard (Paul Kutta).



SEPTA reissued public timetables for the R5 Downingtown-Lansdale-Doylestown route and the R7 Trenton-Chestnut Hill East effective April 12, and plans to reissue the others on May 24.....At 7:50 AM on April 21 a 67-year-old woman was struck and killed by SEPTA train 516 at the Walnut Street grade crossing on the Doylestown Line near Lansdale.....SEPTA has agreed to lease the former Reading passenger station in Quakertown to the Quakertown Historical Society, which has already done some restoration work on the building.....The Wayne Station Historical Preservation Association is hard at work raising funds to restore that 1885-vintage Pennsy station, which will also house a cafe.



SEPTA has scheduled public hearings for May 18-26 in all five counties on its proposed Fiscal Year 1999 operating budget. The Philadelphia hearings will be held Wednesday, May 27 at 11 AM and 5 PM in the board room at SEPTA headquarters, 1234 Market Street.....Hearings on SEPTA's FY 1999 capital budget will be held Friday, May 29 at 11 AM and 5 PM at 1234 Market Street. The 1999 capital budget of \$481 million is substantially higher than the current \$436.9-million budget for FY 1998. The largest items in the proposed budget (other than the rail proposals noted above) are \$60 million for the start of the Market elevated reconstruction, \$40 million for vehicle overhaul, \$38 million for the not-yet-approved Schuylkill Valley Metro project and \$36 million for bus purchases.

By late April, 24 new M4 cars were on SEPTA property, with three six-car trains running in revenue service on the Market-Frankford Line. But the new trains are taking up to four minutes longer to cover the route than the old Budds (41 minutes versus 37), which has contributed to the temporary discontinuance of all rush-hour express service on the line. The problem also stems from the uncertainty of the ongoing labor negotiations.....SEPTA has been forced to back away from its settlement with ADtranz over late delivery and excess weight of the M4 cars. The Federal Transit Administration raised questions about any no-bid contract under which ADtranz would supply a state-of-the-art train control system for the subway-surface tunnel in lieu of cash penalties. Now SEPTA plans open bidding on the signaling contract.

SEPTA's average weekday ridership in March was 693,000 or 3.8 percent below budget, the direct result of the threatened strike on the City Transit Division. Many riders made contingency plans and then carried them out, even after the union announced that it would not immediately walk out. City Transit ridership for the month was 4.1 percent below budget while Suburban Transit was off by 10.1 percent. Regional Rail, on the other hand, posted a ridership gain to 87,000 daily passengers, 2.4 percent over budget. Consolidated March revenues were \$26.9 million or 3.9 percent below budget, although fiscal-year-to-date revenues of \$201 million were 1.7 percent better than budget and \$5.5 million or 2.2 percent ahead of FY 1997 to date.

As April ended, Congress continued to wrangle over reauthorization of the Intermodal Surface Transportation Efficiency Act (ISTEA), which expired last September but was extended until March 31. The states' authority to commit highway and transit funding actually expires on May 1. The Senate has passed its own version of renewal known as ISTEA II which would authorize \$214 billion in transportation spending over six years--\$173 billion for highways and \$41 billion for mass transit. (The Senate bill would also allow the states for the first time to divert highway funding to intercity rail projects.) At the same time, the House under the prodding on Transportation Committee Chairman Bud Shuster of Pennsylvania approved a mammoth ISTEA bill dubbed "BESTEA" (Building Efficient Surface Transportation & Equity Act), which weighs in at \$217 billion.


(Continued on Page 7)

## PHILADELPHIA EXPRESS (Continued from Page 6)


In spite of protests from Congressional leaders, who condemned BESTEA as far exceeding the balanced-budget guidelines agreed to amid much fanfare last year, Shuster rammed the bill through on a 337-80 vote by promising politically-popular highway and transit "goodies" to wavering colleagues. Virtually all Representatives from the Philadelphia area voted in favor of the legislation, which contains many locally popular projects among its hundreds of "special projects." The bill increases Federal highway funding for Pennsylvania by nearly 60 percent and New Jersey's by 47 percent over the next six years, as compared with the six years covered by the expired ISTEA law. Even Mayor Rendell went to Washington to plead for BESTEA, arguing that Philadelphia is in dire need of highway improvements. SEPTA too would benefit, with at least \$50 million in added capital funding for Fiscal Year 1999. The final shape of the bill now will be determined by a House-Senate conference committee, with a final bill to be ready for consideration by the end of May. President Clinton has not yet indicated whether he will sign such a "budget-busting" bill, but in a Congressional election year will be under heavy pressure to do so.

SEPTA's current vehicle-replacement plans include not only the 220 long-delayed cars for the Market-Frankford Line but also ten push-pull coaches for the Railroad Division, 155 60-foot articulated buses, 200 40-foot low-floor buses, 80 30-foot low-floor buses, 50 25-foot "cutaway" buses and about 16 light rail vehicles in connection with the Girard Avenue project.....A new Ikarus bus was destroyed on April 2 when a man hijacked the Route 54 vehicle and drove it 11 blocks before careening into an el pillar at Castor & Kensington Avenues. The hijacker survived and was arrested.....SEPTA has equipped 32 Route 23 buses with digital surveillance cameras, which have been effective in deterring on-board crime.....The Inquirer reports that Mayor Rendell and U. S. Senator Rick Santorum are backing legislation to provide \$250 million in funding to subsidize public transportation for inner-city and rural residents of Pennsylvania who want to reach suburban job centers.

The consulting firm of Urban Engineers, together with SEPTA and BARTA, the Berks Area Reading Transportation Authority, have issued a slick color brochure touting the merits of the proposed Schuylkill Valley Metro transit line between Philadelphia and Reading. The brochure is heavily tilted toward the light-rail alternative, the map clearly indicating the proposed trolley routing.....Member John Ricciardi had a letter published in the March 27 edition of the Delaware County Daily Times, in which he contends that the best alternative for the Schuylkill Valley Metro is diesel-powered commuter trains similar to those once operated by the Reading and SEPTA.

 Amtrak projects, which represent about one-sixth of the funding provided by the Taxpayer Relief Act of 1997. That legislation, spearheaded by Delaware Senator William V. Roth, Jr., grants Amtrak \$2.3 billion for capital improvements through an ingenious mechanism of tax credits. About \$97 million will be spent on Northeast Corridor improvements such as station, parking and mail-handling facilities. More Superliner, Metroliner and Horizon cars will be upgraded and modernized this year, a total of 31 out-of-service cars (ten more than planned) will be restored to operation, and \$2.5 million will be allocated to moving the Lancaster Communications & Signals repair shop out of the passenger station as part of a larger improvement project there (NARP).

That \$5.8-million track improvement project along the Harrisburg mainline (see April Cinders) will extend through October 8. In early May the work is concentrated on the #2 westbound track between Lancaster and Elizabethtown.....Effective with the April 5 timetable change, AMTRAK's Harrisburg line trains no longer stop at Whitford or Malvern.....AMTRAK and the Appalachian Brewing Company staged a "Customer Appreciation Day" aboard Harrisburg-bound train 647 on April 16. Passengers were served pretzels and special brews (Water Gap Wheat Beer and Jolly Scottish Ale).

 CONRAIL was judged the best among major U.S. railroads in on-time deliveries during the first quarter of 1998, according to a survey by Rail Business Magazine. ILLINOIS CENTRAL was second and NORFOLK SOUTHERN third. UNION PACIFIC retained its customary position at the bottom of the chart.....As of April 24, eight of the 15 new SD70MAC locomotives (#4130-4137) had been released by Juniata shop and were either in service or ready for service. The units are painted identically with the SD80MAC's including the white cab stripe but reportedly are not yet equipped with cab signals, making their appearance in the Philadelphia area rather unlikely.....Former CONRAIL General Electric U23B #2778 works the Transmodal stone facility near Pavonia yard in Camden, NJ (Railpace).....Some newsletters are carrying a preliminary list of how CONRAIL's locomotive fleet will be divided between CSX and NORFOLK SOUTHERN, but its accuracy is in doubt.

The last survivors of NJ TRANSIT's 70-car fleet of Arrow II MU's made their final run March 31 (Jersey Central Chapter).....NJT's new Hamilton station on the Northeast Corridor is now set to open in December. Its 1,600-space parking lot is expected to relieve congestion at both Trenton and Princeton Junction.....A "DBOM" (design-build-operate-maintain) contract for the Camden-Trenton light-rail line is expected to be awarded by next year.....NJT is completing a four-month test program using a mixture of diesel fuel and "B-20" fuel derived from vegetable oils. A total of 19 NJT-owned Flexible buses were equipped to operate on the mixture in Monmouth County to determine if the fuel actually reduces emissions by the expected 45 percent (NJT).....NJ TRANSIT now handles an average of 332,000 daily riders on its rail and bus systems, as stable fares have contributed to a 15.4-percent increase in ridership over the past four years. Governor Whitman announced a \$29 million increase in subsidy for NJT in the coming year (Railway Age).

Reports have surfaced that Railfan Ross Rowland is attempting to gain permission from CONRAIL to operate his ex-Chesapeake & Ohio steam locomotive #614 in September from Harrisburg to Gallitzin and return via Horseshoe Curve.....Les Dean, Philadelphia Chapter's senior VP, received his 25-year NRHS pin at the March meeting.....The Surface Transportation Board held a hearing last month into ways to bolster competition in

## Update of Shortline/Regional Railroad Rosters

The following additional changes should be made to the shortline and regional railroad rosters published in Cinders since last September:

Add	<u>BELVIDERE &amp; DELAWARE RIVER RAILWAY (BDRV), Milford, NJ</u>					
	1849	B-B	GP9	D/E	EMD	1955 Former Black River & Western 1849
Delete	<u>BLACK RIVER &amp; WESTERN RAILROAD (BRW), Ringoes, NJ</u>					
	1849	GP9	Transferred to Belvidere & Delaware River			
Delete	<u>DELAWARE-LACKAWANNA RAILROAD (DL), Scranton, PA</u>					
	4743	M636	Leased to New York, Susquehanna & Western			
Delete	<u>EAST PENN RAILWAYS (EPRY), Quakertown, PA</u>					
	99	SW9	Transferred to Maryland & Pennsylvania			
Add	<u>MARYLAND &amp; PENNSYLVANIA RAILROAD (MPA), York, PA</u>					
	99	B-B	SW9	D/E	EMD	1953 Former East Penn 99
Delete	1506	GP7	Transferred to Penn Eastern			
Add	<u>NEW YORK, SUSQUEHANNA &amp; WESTERN RAILWAY (NYSW), Ridgefield Park, NJ</u>					
	2000	B-B	B23-S7	D/E	GE	1972 Former GE 2000 (Note 6)
Add	4743	C-C	M636	D/E	MLW	1970 Former Canadian Pacific 4743 (Note 7)
	Note 6: Reporting marks GECX. Leased from General Electric. "Super 7" unit					
	Note 7: Leased from Delaware-Lackawanna					
Add	<u>PENN EASTERN RAIL LINES (PRL), East Greenville, PA</u>					
	1506	B-B	GP7	D/E	EMD	1953 Former Maryland & Pennsylvania 1506
Add	1756	B-B	GP9	D/E	EMD	1956 Former Yorkrail 1756 (Note 4)
	Note 4: Based at Denver, PA					
Add	<u>READING, BLUE MOUNTAIN &amp; NORTHERN RAILROAD (RBMN), Port Clinton, PA</u>					
	2	C-C	SD45-2	D/E	EMD	1972 Former Conrail 6656 (Note 2)
Add	1548	B-B	SW1500	D/E	EMD	1969 Former Conrail 9618
Add	2012	C-C	SD38	D/E	EMD	1970 Former Conrail 6941
Delete	5898	E8A	Sold to tourist line			
	Note 2: Reporting marks CSMX. Leased from private individual					
Delete	<u>YORKRAIL (YKR), York, PA</u>					
	1756	GP9	Transferred to Penn Eastern			

### ABBREVIATIONS

D/E - Diesel-electric  
 EMD - Electro-Motive Division, General Motors Corp.  
 GE - General Electric Company  
 MLW - Montreal Locomotive Works

### EXTRA LIST (Continued from Page 3)

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 will be sent to those who have pre-registered or who have requested the form. 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](http://www.rrhistorical.com/cnynrhs).

JULY 19-25: Railcamp 1998, sponsored by NRHS and National Park Service's Steamtown National Historic Site, with assistance from University of Scranton, 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.

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 3451) 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 May 31 item for details.



## Conrail Case Heading for Decision

Thursday, June 4 looms as a key date in the proposed \$10.2-billion split-up of Conrail, when the Surface Transportation Board hears oral arguments in the case. Four days later, the STB will announce its decision, which is widely expected to favor the joint CSX-Norfolk Southern plan for dividing the 11,000-mile system between them. Conventional thinking holds that some competitive conditions will be attached to the STB's approval, but that the merger will be consummated later this year. The written decision is to be issued July 23, effective in 30 days on the probable "control date" of August 22. CSX and NS have let it be known that they plan to take over actual operation of the Conrail lines about September 1, unless conditions imposed by the STB force a postponement.



The five-hour session on June 4 will set aside two hours to be shared by attorneys for CSX, NS and Conrail, while the rest of the time is to be allocated to all other participants. The latter group includes outright opponents such as certain shipper groups and labor unions, and others demanding that the STB prescribe stringent requirements for trackage rights, competitive access and the routing of traffic. The allocated times do not include the questioning of witnesses by STB members. (The nominally three-member STB has only two members--Chairwoman Linda Morgan and Vice Chairman Gus Owen--because President Clinton's nominee for the third position has been stalled in the Senate.)

Currently, market share among the three carriers is 40.6 for CSX, 31.7 for NS and 27.8 percent for Conrail. With NS acquiring 58 percent of Conrail's traffic base and CSX 42 percent, the projected division of market share following the merger will be CSX 51.3 and NS 48.7 percent. Hundreds of transition teams are at work trying to smooth the process while avoiding the chaos which has plagued Union Pacific's takeover of Southern Pacific. But much remains to be done. Problem areas include the required implementing agreements with three major unions--the Brotherhood of Locomotive Engineers, United Transportation Union and Transportation Communications Union; compatibility with Conrail's management information system; division of the car and locomotive fleets; fine-tuning of the final operating plans; hiring of Conrail managers and the completion of necessary track connections and other construction projects. (On March 13, the first implementing agreement was signed, this with the small United Railway Supervisors Association.)

One big hurdle was cleared in late March when the Port Authority of New York & New Jersey reached an agreement with CSX and NS that "satisfies agency concerns about rail freight service to the port after the railroads acquire Conrail routes and assets." The Authority also cited the fact that "for the first time in many years, the region will have competitive rail service." There had been some concern that opposition by the powerful port agency could damage the concept of a Shared Assets Area in North Jersey, which will continue to be operated by Conrail as a subsidiary of CSX and NS.

While no one at the three railroads talks much about the possibility that the huge merger could be turned down by the STB, or crippled with a series of onerous conditions, CSX Vice President J. Randall Evans admitted last month that his railroad has "already bought the stock and borrowed a little more than \$4 billion. There's a big risk out there..."

The impending buyouts of Conrail and CoreStates Bank will mean the loss of two major corporate headquarters in Philadelphia. The *Inquirer* reports that between them Conrail, CoreStates and its merger partner First Union occupy about eight percent of center city office space, or roughly three million square feet out of a total of some 39 million square feet. Conrail currently leases 27 floors in the Two Commerce Square Building at 2001 Market Street. CSX will take responsibility for this space but, even with retention of a small cadre of personnel working for the new subsidiary company known as Conrail, it is certain that much of this space will become vacant and available for sublease. Norfolk Southern is reported to be constructing an office building near Harrisburg for the headquarters of its new Pennsylvania Division, and it is likely that the operating headquarters for the Philadelphia/South Jersey Shared Assets Area will remain in the present Mount Laurel (NJ) offices of Conrail's Philadelphia Division.

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## Second Pennsylvania Trolley Book is Announced

Pennsylvania Trolleys in Color, Volume II, by Chapter Member William D. Volkmer, will be available this month. This second book in a three-volume series will cover Philadelphia-area properties, including Fairmount Park Transit, Philadelphia Transportation Company, Philadelphia Suburban Transportation and Philadelphia & Western. Published by Morning Sun Books, the list price will be \$49.95. Chapter members will be able to purchase a copy at the May meeting for \$42.00 per copy. Please call 215-947-5769 to reserve a copy. A third volume, covering western Pennsylvania lines, is in preparation.

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## Bob Stacy Recovering at Home

Longtime Chapter Member Bob Stacy underwent major heart surgery in March, but is recovering well at home following his April 8 discharge from the hospital. Members wishing to send Bob a card may address him at 13440 Stevens Road, Philadelphia, PA 19116-1335 (telephone 215-676-3689).

PHILADELPHIA EXPRESS (Inued from Page 7)

the rail industry. Top industry execs listened as shipper after shipper complained about high rates, poor service, inadequate car supply and carrier arrogance. One suggested solution is to force the railroads to allow "open access" over their lines to other carriers--an action bitterly opposed by the rail industry (Traffic World).....M. B. Oglesby, Jr. resigned in March as president of the Association of American Railroads. He was replaced on an interim basis by retired CONRAIL CEO James A. Hagen.

The total capacity of the U.S. freight car fleet has increased about ten percent since 1990, from 108 million tons to 119 million (AAR Train-It).....Baltimore & Ohio's 1855-vintage steam locomotive William Mason has been borrowed from the B&O Railroad Museum for a role in the upcoming movie "Wild Wild West." The ancient 4-4-0 was loaded on a flatcar and sent to the STRASBURG RAIL ROAD shop for boiler, flue and wheel work before moving west for the filming (Potomac Chapter).....That House ISTEPA bill described above includes a provision that would eliminate 4.3 cents of the 5.55 cents per gallon diesel fuel tax that the railroads currently pay toward deficit reduction. The remaining 1.25 cents is already due to expire next year (Train-It).....Mercy Health System will construct an office building and parking lot directly on the abandoned right-of-way of the Pennsy's Schuylkill branch in Conshohocken (PRR Technical & Historical Society).....CANADIAN PACIFIC President Robert Ritchie has said that CP is reviewing the use of the SOO and ST. LAWRENCE & HUDSON names in the U.S. "Legal niceties aside," he said, "the CP will operate as one railway" (Trains).

NJ TRANSIT will construct a new Rail Operations Control Center at the Meadows Maintenance Facility in Kearny. The \$8-million two-story center will replace obsolete facilities at Hoboken Terminal, which will be rehabilitated as part of the restoration of that historic station. A \$7-million, 40,000-square-foot shop and crew building will also be constructed at Hoboken (Railway Age).....That Pennsylvania Historical Marker on the east side of 30th Street Station was knocked down last month by a wayward auto. The marker will be remounted on a new post (PRRT&HS).....The Ringling Bros. Blue Unit circus train arrived quite late in South Philadelphia on April 14, due to switching problems on the NEW YORK & ATLANTIC when the train was assembled that morning.....The Ameriport container terminal in South Philadelphia reported 41,493 lifts in 1997, up 27 percent from 1996. CONRAIL handled 24,789 of the units with CANADIAN PACIFIC the other major carrier (Railway Age).

**NRHS, National Park Service and University of Scranton  
Schedule RAILCAMP 1998 July 19-25, 1998 at  
Steamtown for 9<sup>th</sup> through 12<sup>th</sup> grade students.  
Interested? See details on Page 2, this issue.**

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