

CINDERS

MAY

1995



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Volume 56

Newsletter of the

Number 5

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

OUR MEETING:

FRIDAY EVENING, MAY 19, 1995

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 19 meeting will feature Robert E. Mortensen, Assistant Vice President-Transloading Services, Conrail, and President, Merchants Despatch Transportation Corp., who will discuss his area of responsibility with Conrail, as well as its relationship with Merchants Despatch. Mr. Mortensen's talk should be an informative look at this area of freight railroading which is so vital in today's marketplace.

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 16, 1995 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.

Plan to be with Philadelphia Chapter on May 19 and learn about this unusual aspect of Conrail's freight operations.

WATTS ELECTED CHAPTER PRESIDENT, DEAN SENIOR VP

Top management of the Philadelphia Chapter underwent a change at the annual elections held during the regular monthly meeting on April 21. Douglas W. Watts was elected president replacing Frank Tatnall who retired, and Leslie J. Dean succeeded Watts as senior vice president and program chairman. Other officers were unanimously re-elected: William M. Gardiner, vice president & treasurer; Marie K. Eastwood, secretary, Frank Tatnall, national director.

For the first time in recent memory, there was a contest for the presidency as Equipment Committee Chairman Michael Hopkins also placed his name in nomination. Entertainment at the meeting was an interesting slide presentation by Hawk Mountain Chapter Member Dennis Tiley, a former Reading employee and now senior traffic engineer for PennDOT.

FP'S READIED FOR MAY 20 DEDICATION, JUNE CONVENTION TRIP

The long restoration of former Reading FP7 diesel passenger locomotives #902 and 903, a joint project of Lancaster and Philadelphia Chapters, is nearing its conclusion. With final airbrake and electrical work being performed by a professional contractor, the Lancaster-owned 902 had its prime mover started and successfully operated on April 22, and the Philadelphia Chapter's 903 was expected to follow shortly upon completion of radiator repairs.

Rededication of the sleek cab units, which were repainted in late 1992 into their original Reading livery, is scheduled for 10:30 AM Saturday, May 20, at the Delaware Valley Railway station in Kennett Square, PA. Chapter members are friends are urged to attend. There will follow a special invitation-only passenger run powered by the FP7's over the DV's former Pennsylvania and Reading lines. The units are later to be used on the June 29 NRHS convention excursion over the Reading, Blue Mountain & Northern Railroad, one of the major events of the 60th anniversary convention hosted by the Lancaster Chapter.

A large number of Philadelphia Chapter members have worked on the FP7 restoration, which got underway in 1990 when the units were based at Landisville, PA. The project is headed by Equipment Chairman Mike Hopkins and Coordinator Bob Morris for Philadelphia Chapter, and Nelson and Cindy Bowers for Lancaster Chapter.

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

CHAPTER OFFICERS

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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: \$28.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only status.

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

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

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

NRHS BOARD APPROVES EXPANSION OF NATIONAL LIBRARY

The NRHS board of directors met near Baltimore on Sunday, March 26 and after some debate approved a revised 1995 budget containing funds to expand the national Library and office in Philadelphia. The budget, which also earmarks money for an improved public relations program, projects a deficit--though far smaller than the surplus accrued over the past two years. The office and Library are housed in the Robert Morris Building at 17th & Arch Streets.

Also approved was the bid of Promontory Chapter to host the 1997 national convention in Salt Lake City, Utah, following the 1996 gathering in Charlotte, NC. Voluntary member contributions to the National this year have reached \$11,500, up from \$7,400 for all of last year. A new national membership brochure has also been developed--in addition to a revised Philadelphia Chapter brochure now ready for use at the various shows and events this spring.

President Gregory Molloy and Chairman V. Allan Vaughn presented a plaque from the Society to B&O Railroad Museum Director John H. Ott on March 25, honoring the museum and the historic Mount Clare shop which adjoins it. Among those from Philadelphia Chapter attending the weekend events in Baltimore were National Vice President Larry Eastwood, Chapter President & National Director Frank Tatnall, Office Manager Lynn Burshtin and Les Dean, newly-elected senior vice president of the Chapter. The Baltimore Chapter hosted the two-day program, which included a special train on the Central Light Rail Line, tours of the light rail shops and the B&O Museum, and rides on cars of the Baltimore Streetcar Museum. John Ott of the B&O Museum was featured speaker at the Saturday banquet.

AMTRAK PULLS OUT BUT NJT KEEPS ATLANTIC CITY SERVICE

In spite of Amtrak's decision to drop its money-losing Atlantic City trains effective April 2, NJ Transit's board decided to swallow the additional maintenance costs and retain rail service for another year. In fact, NJT increased its Philadelphia-Atlantic City round-trips from six to nine daily, with two additional runs starting at Cherry Hill. Transportation Commissioner Frank Wilson said public input was a key to the decision, but he said ridership, now about 800,000 a year, would have to continue its steady growth if the service is to become permanent. Through ticketing with Amtrak has been arranged.

Amtrak has eased the transition by agreeing to continue its dispatching and maintenance services for six months, though NJT will soon have to absorb this \$2-million annual cost. The transit agency also said that it will build a \$1.3-million fueling station at Atlantic City, to eliminate the need to purchase diesel fuel from Amtrak in Philadelphia where several of its trains are serviced.

DICK AVY RECOVERING FROM MAJOR HEART SURGERY

Longtime Chapter Member Richard Avy of Carmel, NY is recovering from heart valve surgery which took place in late March, and which kept him on the critical list for some time after that. With a recovery period estimated at more than six months, Dick is already planning to return to his volunteer work at the Seashore Trolley Museum in Kennebunkport, ME, where he will rejoin fellow Chapter Member Dick Lane who is a regular shop employee. Those wishing to send messages of cheer to Dick Avy may address him at 14 Albin Road, Carmel, NY 10512-9812.

CHAPTER'S 60TH ANNIVERSARY BANQUET IN THE PLANNING STAGE

Next year will mark the 60th anniversary of the founding of Philadelphia Chapter, which came less than a year after NRHS itself was organized. A banquet is planned during March 1996, similar to the 50th anniversary affair in March 1986.

As plans for this gala event become firm, Cinders will keep all members informed.

UPDATE OF CONRAIL LOCOMOTIVE ROSTER

One change should be noted in the roster of Conrail locomotives as published in the April issue of Cinders. Word has been received that because of reduced traffic levels Conrail has scaled back its current order of SD60I locomotives from Electro-Motive from 90 to 80. This means that the SD60I units will extend from 5575 to 5654 instead of 5664.

PHILADELPHIA EXPRESS

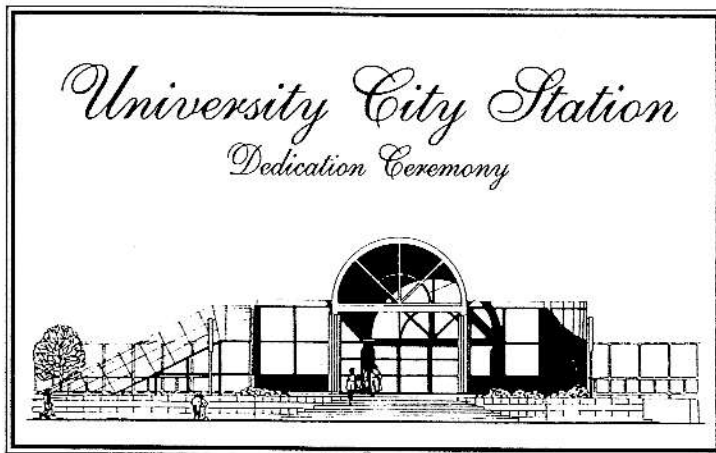


FRANK G. TATNALL, JR.

SEPTA opened its long-awaited University City station with some fanfare on Monday, April 24, the day the City handed over the \$9-million facility to SEPTA. A VIP special ran from Suburban Station on the 28th consisting of refurbished Silverliners 429-430 for the dedication ceremonies, at which Mayor Rendell, University of Pennsylvania President Dr. Judith Rodin, SEPTA General Manager Louis Gambaccini and other dignitaries spoke. Originally to be named Civic Center station, the impressive structure on Convention Avenue with its vaulted roof and red-blue color scheme was a long time coming. The feasibility study was completed for the City in 1981, engineering design work began in 1982 and was completed in 1985, but actual construction did not start until April 1983.

The two-level University City station will be served by 180 daily trains of the R1 Airport, R2 Wilmington and R3 Media-Elwyn lines. Located less than a mile south of 30th Street, the station has been designated as part of the center city fare zone. It opened just in time to handle a flood of visitors coming to the 101st Penn Relays at nearby Franklin Field, and more than 1,000 riders were counted on the first day even before the Relays started. Special shuttle trains from center city were operated on Saturday the 29th for the final track and field events, and SEPTA passengers received \$1 off their Franklin Field admissions during all three days of the Relays. Other promotions, including free return tickets Monday-Wednesday and a glossy, four-color map brochure, were offered by SEPTA to introduce the new station.

SEPTA has begun the process of converting its dingy Suburban Station in center city to a smaller version of the Gallery at Market East. The



board on April 27 approved a "special opportunity" plan to hire a single private developer to manage all of the retail and "common" areas owned by SEPTA in the concourse between 15th and 18th Streets, at least tripling the station's retail space to as much as 200,000 square feet, the Inquirer reported. The overall plan is aimed at attracting more shoppers from street level in addition to rail passengers, in the process increasing the value of space in the adjacent office buildings. Cost of this project could reach \$50 million, to be shared by the developer and various government entities, and would build on the design work already done by the architectural firm of Dan Peter Kopple & Associates. SEPTA is expected to issue a request for proposals by this summer. Suburban Station, the busiest on SEPTA's Regional Rail system, was opened by the Pennsylvania Railroad in 1930, together with the 20-story office building above it which later served as PRR headquarters.

Legislation being drawn up in Congress to aid AMTRAK would shift more of the Northeast Corridor costs to commuter agencies which also use the Corridor. SEPTA estimates that, if the proposal becomes law, it would increase Railroad Division costs by up to \$20 million per year. Mayor Rendell of Philadelphia has urged Amtrak not to balance its budget "on the backs of commuters".....SEPTA has reissued its special timetable showing joint service with NJ TRANSIT between Philadelphia, North Jersey and New York.....With the proposal to convert the Budd Pioneer III MU's to coaches now dead, SEPTA is considering the lease or purchase of up to ten additional push-pull cars.....That ALP-44 electric locomotive, which ABB will deliver this fall, is to be numbered 2308 following the AEM-7's.....A derailment in Frazer yard on Monday morning, April 17, bottled up all but one of the push-pull trainsets, and forced SEPTA to substitute Silverliners.....All seven Railroad Division diesels are now painted dark blue and are properly lettered.

A Sunday Inquirer article on April 30 highlighted the value that well-maintained SEPTA stations contribute to their on-line communities. Two color photos were published, one of the just-restored Lansdowne station built by the Pennsy in 1902 to a Frank Furness design, and the other of the local committee which spearheaded the project. A rededication was held on May 6, with SEPTA displaying Silverliners 429-430 in lieu of the hoped-for PRR office car 120. R3 Media-Elwyn trains were single-tracked through the area. SEPTA has a number of other restorations in the works, including Allen Lane on the R8 Chestnut Hill West Line where \$500,000 in Federal funds will be spent to rehab the classic 1884 building with its wooden walkway over the tracks. Another Furness station, the 1885-vintage ex-Reading depot at Mount Airy on the R7 Chestnut Hill East, is also to be repaired.....On April 17 a fire of unknown origin destroyed the wooden Meadowbrook station on SEPTA's R3 West Trenton route three miles north of Jenkintown. The fire, which also consumed a post office in the building, forced the suspension of AM rush hour service, but trains were later able to operate past the site on the north-bound track. The Reading-built station dated from 1888.....An afternoon blaze at Oreland station on March 27 damaged the ceiling and roof of the ex-Reading stone structure on the R5 Mainline to Lansdale. The cigarette-caused fire did not seriously disrupt service and repairs were later made.

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PHILADELPHIA EXPRESS (Continued from Page 3)

Restoration of rail service to Newtown now seems to be a long shot. SEPTA management feels that the \$32 million earmarked for the project could be better spent elsewhere, in light of the line's estimated daily ridership of only 500.....When SEPTA painted over the graffiti-scarred walls along the Mainline west of Suburban Station, the vandals stayed away. Until Easter weekend. But SEPTA acted quickly to clean off the "art," and there have been no further attacks, testifying to the value of early removal. Reportedly, Railroad Division AGM Michael Burns rides past the location every day.....An empty suitcase spotted in Market East Station on Sunday, April 30, led to a bomb scare. Regional Rail trains were turned back at Suburban Station and Temple from 6:40 to 8:15 PM, when the case was found to be empty.....Because of much-needed tie replacement work all west-bound SEPTA and AMTRAK trains will use the #4 local track from Overbrook to Paoli through June 2, then all out-bound trains will use the #3 express track from June 5 to 28. Work on the inbound #1 track was performed last month by Amtrak forces.....SEPTA and the United Transportation Union reached a tentative contract in late March covering 300 Railroad Division conductors, effective from the end of the old contract on July 14, 1993 through July 14, 1996. Negotiations continue between SEPTA and the Brotherhood of Locomotive Engineers which represents 175 engineers.



SEPTA will formally introduce its two-mile-long Philadelphia Historic Trolley or, as it is now dubbed, the "Welcome Line," on Friday, May 19, at a 10 AM ceremony at 12th & Arch Streets. In attendance will be newly-painted silver PCC #2728 and Red-Arrow-style red #2799, specially lettered for use on the Route 51 Welcome Line, Peter Witt #8534 and a green Chestnut Hill Trolley PCC. The cars will then operate around the 12th and 11th Streets loop between Bainbridge and Noble until 2 PM. Regular weekend PCC service begins the next day, with daily service to start June 18. A third car, green #2732, is being readied, but only two cars will be needed to provide 20-minute headways. Fare will be 50 cents or any SEPTA pass.....Witt #8534 is to be shopped at Woodland this summer to repair platform damage incurred in an accident last December (see January Cinders).

SEPTA will hold a series of six hearings on its proposed operating budget for Fiscal Year 1996, beginning this July 1. The Philadelphia hearings will be held May 23 at 11 AM and 5 PM in SEPTA headquarters at 714 Market Street.....The next day SEPTA will hold a hearing beginning at 10 AM in the same location to examine the Fiscal Year 1996 capital budget and 12-year capital program. The FY 1996 capital budget totals \$374.2 million, split between infrastructure projects (\$245.9 million) and new vehicles (\$128.2 million), while the 12-year program projects \$4.5 billion in spending.....James Dorph, formerly with the Delaware River Port Authority, has been named to the new post of assistant general manager-planning & finance at SEPTA, though the job of treasurer has not yet been filled. The position of AGM-public affairs formerly held by Robert Wooten has been divided between Stephan Rosenfeld (public affairs & customer service) and Joseph McCormick (government affairs), the latter involved with lobbying. General Counsel James F. Kilcur has resigned to join a local law firm.....Former Bucks County Commissioner Andrew Warren has been appointed as head of PennDOT's Region 6 based in St. Davids. It is uncertain whether he can retain his membership on the SEPTA board, where he was very active.

Trackless trolley service was restored to Route 59-Castor Avenue and Route 75-Wyoming Avenue on May 1, releasing badly-needed buses.....Suburban trolley routes 101-Media and 102-Sharon Hill will be bused for up to three weeks this summer to allow rebuilding of the Naylor's Run bridge along Garrett Road. The Oakview bridge on the 102 will also be repaired, forcing single-track operation. While Naylor's Run is out, SEPTA will replace the specialwork outside of 69th Street Terminal.....Two bays of the reconstructed 72nd Street shop were opened in late March to service Route 100 N5 cars, and new yard track was cut in (George Metz).....The Route 10 subway-surface line is also to be shut down this summer for construction, with its LRV's then shifted to Route 15-Girard Avenue which was bused in 1992.....LRV #9111 was to be moved back from Elmwood to Germantown depot in time for the May 6 "Mount Airy Day" specials on Germantown Avenue--also to feature Chestnut Hill PCC's and #8534. With the new connection at 11th & Girard, such transfers can now be made all-rail.....A New Electric Railway Journal crew was in town April 28 to film PCC's in action for a cable television program.

SEPTA will consolidate its general offices from various buildings in the newly-refurbished SEPTA-owned headquarters at 1234 Market Street, beginning in June and extending through the summer. SEPTA has hired a manager for its museum and store to open in October on the ground floor of 1234 Market. She is Joan Doyle, who formerly ran the AIA store in the Architects Building.....SEPTA is preparing a "sales kit" which will tout new advertising media such as those plastic token bags.....SEPTA has renegotiated its contract with Metro-Vision, providing new benefits for SEPTA and wider dispersion of the TV monitors around the system.....A new Southeastern Pennsylvania Transportation Coalition has been formed, made up of county and local officials and SEPTA's top managers.....SEPTA joined in "bring your daughter to work day" on April 27 in which employees were encouraged to show their daughters what opportunities exist for women at SEPTA.....SEPTA is working on a plan to have each bus driver assigned a specific vehicle on a permanent basis to encourage pride of "ownership." It may first be tried at Southern depot.

The Route 100 Norristown High Speed Line continues to operate two-car trains during peak periods between 69th Street and Norristown.....Route 100 is now accessible to cyclists, but they must first purchase a "lifetime bike-on-rail" permit.....The Suburban Transit Division is advertising an automated "RIDE" (Rapid Individualized Data Exchange) information system for customers with touch-tone phones who call 610-734-1300.....SEPTA is single-tracking Route 36 through a construction zone on Grays Avenue between 49th and 53rd, using flag persons at each end.....SEPTA's April Cross County pass featured a photo of an N5 car at Norristown (Mike McEnaney).....The Norristown Transportation Center was evacuated for three hours on March 22 as a police bomb squad examined a suitcase, which turned out to contain only personal effects.....More than a dozen passengers were injured on March 19 when two Route 36 trolleys collided at 42nd & Woodland. The eastbound car veered unexpectedly onto 42nd Street in front of the westbound.....A second accident caused by a mis-

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PHILADELPHIA EXPRESS (Continued from Page 4)

aligned switch occurred April 18 when an eastbound Route 10 car turned suddenly onto the diversion track at 40th & Lancaster, striking a 71-year-old man who was pinned under the car until freed by rescuers.....The current Route 88 bus timetable spells Bethayres as "Bethayers" on the map inside the folder (Larry Eastwood).



It was an all-star cast that gathered in City Council chambers at Philadelphia City Hall on May 3 for AMTRAK's seventh and last regional public forum. Among the notable panelists were Pennsylvania Governor Tom Ridge who, in contrast to some of his Republican colleagues in Washington, delivered a ringing endorsement for Amtrak to preserve its nationwide passenger system. He pointed out that four million Pennsylvanians ride Amtrak each year, some 3,400 residents work for Amtrak and the railroad contributes \$75 million to the State's economy annually. Other speakers, all of whom backed Amtrak, included Delaware Governor Tom Carper, State Representative Rick Geist of Altoona who is chairman of the House Transportation Committee, his Senate counterpart Doyle Corman, Mayor Ed Rendell and various DOT officials from other states. One public speaker was Sam Stolfus, an Amish businessman from Gordonville, PA, who stressed that thousands of Amish people need Amtrak for mobility. He complained that he once traveled the Schuylkill Expressway "a lot slower than I go in my horse and buggy." He pointed out that Congress provides billions in aid for highways and airports, so "why can't Amtrak be maintained?" The meeting, part of a series mandated by Congress to solicit input for Amtrak's future strategy, was hosted by President Thomas Downs and moderated by PennDOT Secretary Bradley Mallory.

Downs, who answered several questions from the audience, indicated his displeasure with Amtrak's past revenue growth. In spite of recent service cuts, he declared that "Amtrak needs both revenue retention and

With AMTRAK's recent downsizing announcements, the railroad has received considerable press coverage--much of it negative. Examples: "Poor and shabby, Amtrak plans to shrink" (Wall Street Journal, March 23); "With GOP, Amtrak is facing a rough ride" (Inquirer, February 26); "How Amtrak derailed just five years after its touted comeback" (Wall Street Journal, April 6); "Amtrak hopes to tap highway fund to keep Northeast Corridor open" (Newark Star-Ledger, April 9). A March 31 Washington Post article, however, reported that Amtrak will survive because even Congressional budget-cutters are facing strong pressure to preserve rail service in their states, prompting NARP to send out an alert to members that they should not be lulled by overconfidence..... A March 16 article in the Wilmington News-Journal detailed local efforts to preserve funding for the local AMTRAK shops at Wilmington and Bear, DE, which together employ some 800 workers. The paper reported that someone at Bear had chalked angry white letters on a coach reading "Republican Rush Limbaugh draft dodger," referring to the conservative talk-show host who is pushing for stringent budget cuts--including Amtrak funding (Roy Soukup)..... AMTRAK has created four "product lines" for its Northeast Corridor marketing effort: Metroliner, Conventional, Clocker and Empire Service..... A May 3 bomb threat forced the evacuation of 30th Street Station during the afternoon.

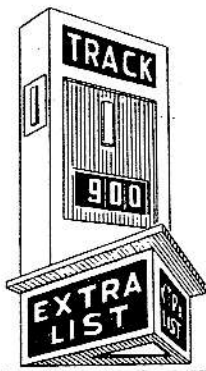
During the May 3 forum (see above), AMTRAK President Downs said that he believed North Philadelphia station could still be turned into a viable facility. Work is moving forward on rebuilding the platforms, with some steel in place.....AMTRAK could be affected by a U.S. Supreme Court ruling last month which gives states the authority to levy sales taxes on tickets for interstate transportation. The case involved Oklahoma's attempt to tax bus tickets.....AMTRAK has expressed its support for the once-standard ten-percent commission to travel agents, and may even raise commissions for short-term promotions (Fast Mail)..... A new Simon--Ellis--has taken over the Amtrak column in Railpage Magazine, after our own El Simon quit following an unauthorized insertion in his column by the editor..... The Philadelphia Orchestra traveled to Harrisburg via special two-car AMTRAK train on March 14 to do a benefit concert (Harrisburg Chapter Rail Review)..... AMTRAK issued new public timetables effective April 2 (see inset), including a quickly-produced sheet for the revamped Keystone service to Harrisburg..... Rebuilt GP38's #720-724 will be assigned to Wilmington.



Merger rumors continued to swirl around CONRAIL last month, but the big news was a report that the railroad was considering the sale of up to 4,000 miles of its 11,700-mile system. This would result in a bare-bones "X"-shaped system consisting of the mainlines from Chicago to North Jersey via Pittsburgh and St. Louis to Boston via Buffalo, which cross in Ohio. Conrail officials downplayed this scenario, responding that there would be no "fire sale" and that detailed studies would likely result in numerous lines being retained. The Wall Street Journal in its story quoted Chapter Member Larry DeYoung, a former director of shortline marketing for Conrail, as saying that there are many "opportunities for profit in the railroad business these days, and the opportunity is greater the bigger you are." He added that "Conrail appears to be further balkanizing the business" through sales to shortline entrepreneurs.

CONRAIL last month reported net income of \$55 million for the first quarter of 1995, compared with a loss of \$32 million a year ago caused by the severe winter and certain one-time charges. Revenues of \$889 million were up five percent while freight volume in units increased 1.6 percent..... CONRAIL released its 1994 annual report last month showing net income of \$324 million as earlier reported. In line with current "no-frills" fashion the 28-page report is not exactly eye-catching, with virtually no photos except for those of officers and directors..... CONRAIL held its annual corporate conference on April 24, this time in Atlantic City. The Office Car Special behind EB's #4020-4021 operated over NJ TRANSIT and Monmouth for the casino resort,

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MAY 13, 1995: "Railfan Day" on the Middletown & Hummelstown Railroad, Middletown, PA, featuring mixed train consisting of diesel locomotive, three coaches, three freight cars and caboose, leaving 11 AM for Hummelstown. Numerous photo opportunities. Fares: \$8 adults, \$4 children, \$2 additional for ride in caboose. For information, telephone 717-944-4435.

MAY 13: Spring TRAINING Meet at Hillendale Elementary School, 1850 Hillendale Road, Chadds Ford, PA, 9 AM to 3 PM. All model gauges will be featured, with demonstrations and exhibits, food and door prizes, sponsored by the PTO. Admission: \$3 adults, children under 12 free with paying adult. For information, telephone Tom Marinelli at 610-388-1439.

MAY 13: "Baldwin Field Day" with SMS Rail's Reading-inspired Baldwin DS44-1000 switchers at Pureland Industrial Park, Route 130, Bridgeport, NJ, sponsored by Railpace and Railfan & Railroad Magazines. Staged photo runs and posed shots, including night photo session. Hours: 2 to 10 PM. Admission free. Jersey Central and Tri-State Chapter NRHS members will staff the event. For map and itinerary, write: R&R Baldwin Field Day, P. O. Box 700, Newtown, NJ, 07860, enclosing stamped, self-addressed envelope.

MAY 17: National Geographic Special "The Great Indian Railway," a two-hour television exploration of the world's largest rail system which carries 12 million passengers daily. Begins at 8 PM on WHY-TV Channel 12.

MAY 19: Dedication of SEPTA's Philadelphia Historic Trolley ("Welcome Line") at 12th & Arch Streets, Philadelphia, 10 AM. Cars to be operated include Peter Witt #8534, repainted PCC's #2728 and 2799 and one green Chestnut Hill Trolley. Cars will operate on 11th and 12th Streets loop until 2 PM. Regular Welcome Line week-end service begins next day (fare: 50 cents).

MAY 19-21: Grand opening of new Railroaders' Hall at the Railroad Museum of Pennsylvania, Strasburg. Events include ribbon-cutting ceremony, various programs and displays on Friday; "Relevance of Railroads" symposium (extra charge), live demonstrations of John Bull replica and other equipment on Saturday; food festival and memorial program honoring all railroaders on Sunday. Philadelphia Chapter and other historical groups will be present with tables and displays. Admission per day: \$6 adults, \$5 seniors, \$4 children (6-17). Hours: 9 AM-5 PM Friday; 9 AM-5 PM Saturday, then reopening at 7:30 PM for public lecture on the Museum's collection; 12 Noon-5 PM Sunday. For further information, telephone 717-687-8628.

MAY 20: Dedication of restored ex-Reading FP7 diesel passenger locomotives #902 and 903, owned respectively by Lancaster and Philadelphia Chapters NRHS, 10:30 AM at railroad station, Kennett Square, PA. Ceremony is open to all members. Locomotives will then power special Delaware Valley Railway passenger train for invited guests to mark National Transportation Week.

MAY 20: 7th annual Delaware Transportation Festival at Amtrak station, Wilmington, DE, 10 AM to 5 PM, sponsored by Amtrak and DelDOT. There will be various equipment displays and Philadelphia Chapter will be represented.

MAY 20: Open house at Penn's Landing Trolley "barn," Pier 9 North, Columbus Blvd., Philadelphia, 11 AM to 4 PM, sponsored by Buckingham Valley Trolley Association. Several streetcars will be on display, plus models and slide shows. Admission free. For information, telephone 215-627-0807.

MAY 20: "Lehigh Valley Limited" special train to dedicate F7A locomotives #576 and 578 repainted in Lehigh Valley red scheme, sponsored by United Railroad Historical Society. Proceeds will benefit the restoration of historic rail equipment for future New Jersey Railroad & Transportation Museum. Train will operate from Hoboken to Hackettstown, NJ via NJ Transit lines, leaving Hoboken Terminal at 9 AM and returning about 6 PM, with lunch stop and quality photo stops. Fares: \$37 adults, \$25 children. Order tickets from: URHS/NJ, P. O. Box 564, Park Ridge, NJ 07656, enclosing stamped, self-addressed envelope. For information, telephone 908-671-9644 (between 6 and 9:30 PM).

MAY 28-29: Memorial weekend special steam trains on Wilmington & Western from Greenbank, DE. Saturday trains depart Greenbank for Mount Cuba at 12:30, 2 and 3:30 PM. Sunday trains depart for Hockessin at 12:30 and 3:15 PM. Discounts apply for all active and retired military personnel. For information, contact W&W Railroad at 302-998-1930.

MAY 29: Ringling Bros. and Barnum & Bailey "Blue Unit" circus train arrives from Rochester, NY via Conrail. The 53-car train is expected late in the evening or the next morning. Circus will play the Spectrum May 31 to June 11, with train parked in South Philadelphia yard.

JUNE 3: Special trains on Eastern Shore Railroad between Parksley and Nassawadox, VA (24 miles), sponsored by Worcester-Accomack-Norhampton Daycoach with assistance from Delmarva and Tidewater Chapters NRHS. Trains leave Parksley at 10:30 AM, 1:45 and 5 PM for round trip (no discharge at Nassawadox). Fares: \$13 adult, \$8 children (4-12). To order tickets, write: W.A.N.D., Inc., P. O. Box 135, Parksley, VA 23421, specifying trip ordered. For information, telephone 804-665-6271.

JUNE 6: James E. Strates Shows carnival train (58 cars) moves from CSX connection at Philadelphia to Garden State Park, Cherry Hill, NJ, via Conrail for New Jersey State Fair. Train will be stored at Pavia yard, Camden, prior to June 19 move returning to CSX.

JUNE 17-18: Greenberg's Great Train, Dollhouse & Toy Show at Valley Forge Convention Center, King of Prussia, PA, 11 AM-5 PM. Admission: \$5 adults, \$2 children (6-12). For information, telephone 410-795-7447.

JUNE 27-JULY 2: 1995 annual convention celebrating 60th anniversary of NRHS at Lancaster, PA, sponsored by Lancaster Chapter. Program and order form was mailed March 8 to all members requesting it. For further information, write: Lancaster Chapter NRHS, P. O. Box 643, Quarryville, PA 17566-0643 (telephone 717-786-4932 10 AM-9 PM).



The other shoe has dropped as Amtrak has revealed Phase II of its rationalization program. The impact was less than anticipated, to be sure. Locally, our principal loss will be to Chicago-bound travelers, with the Broadway Limited scheduled to go the way of the dinosaur in September, and the Cardinal, as we now know it, will become history. The Cardinal is expected to become a Superliner-equipped coach train between Washington and Cincinnati, operating in each direction Friday, Saturday and Sunday. Deadhead moves, it appears, will be necessary between Cincinnati and Indianapolis to position equipment prior to the eastbound Friday trip and following the Sunday westbound trip. The connection from Philadelphia in each direction will probably be the Night Owl, which isn't exactly anything to rave about.

The only salvation in the Broadway discontinuance is that it would be expected that a Harrisburg round trip (Trains 641 and 144) will be extended to Pittsburgh to provide a connection with the Capitol Limited (and to move the storage mail to and from this train). The mail rides through, of course, but passengers will have to change trains, with the overnight portion on Superliners, and the Pittsburgh trains mirroring the Pennsylvanian with Amfleet I coaches and dinette.

You'll have about four months yet to ride the former B&O routes between Cincinnati and Indianapolis, as well as between New Castle, PA and Pine Junction, IN before these discontinuances take place.

On June 11, adjustments will be made on many routes which are outside of our area. The Illini will operate between Chicago and Carbondale Friday-Monday. The City of New Orleans will not depart either end point on Tuesday or Wednesday. The Hoosier State between Chicago and Indianapolis will only run three days per week, and those days have not yet been decided. The Loop between Chicago and Springfield and the State House between Chicago and St. Louis will be discontinued, leaving the Eagle and Ann Rutledge still operating. The Illinois Zephyr will operate Friday through Monday between Chicago and Quincy.

The California Zephyr will continue to operate daily between Chicago and Salt Lake City. However, it will operate beyond to Oakland only four days per week, with the equipment continuing on the Desert Wind to Los Angeles the other three days.

It is possible, of course, that Illinois or Indiana may provide additional funding to preserve some of the discontinuance candidates. We may also experience the Chicago-Toronto International being rerouted through Detroit and Windsor, Ontario as it is believed additional ridership will result.

The April 2 changes in the Corridor were numerous, but in the end, did not have a highly significant impact on service availability. According to Amtrak, the changes can be summarized this way:

- 1) Atlantic City service discontinued (NJ Transit increased service to provide better balance)
- 2) Montrealer replaced by the Vermont daylight train between Washington and St. Albans, with a bus connection beyond to Montreal
- 3) Fort Wayne, IN bus connections to Waterloo, IN (Lake Shore) and Garrett, IN (Broadway) came off
- 4) Southbound Carolynian stops at Woodbridge, VA, and operates one hour earlier
- 5) Silver Star southbound is 45 minutes faster New York-Washington because AEM-7's are used in place of E60's
- 6) Gulf Breeze between Birmingham and Mobile was discontinued, with daily bus service to either Birmingham or Atlanta, depending upon day of week and whether Crescent operates only to Atlanta or all the way to New Orleans
- 6) Southbound 8 PM Metroliner from New York was only one discontinued
- 7) Between Boston and New York (Shore Line), one Monday-Saturday round-trip was discontinued and numerous others restructured
- 8) Boston-New York service via the Inland Route was discontinued
- 9) Between Springfield and New York, one round trip was discontinued and a second requires an across-the-platform transfer at New Haven

Between New York and Washington, several trains were discontinued on low ridership days, and a number of others were combined. Harrisburg service was also restructured, but with most service retained.

The Adirondack is now a through Washington-Montreal train, running about two hours later from New York northbound, and uses spare Metroliner service cars.

The Vermont uses surplus Atlantic City trainsets, running locomotive forward between Washington and Springfield and Palmer, MA and St. Albans, VT, but running cab-car forward between Springfield and Palmer.

(Continued on Page 8)

ON THE SCENE (Continued from Page 7)

The first Amtrak dual-mode locomotive (#700) was seen in Chicago on April 1, enroute from Erie to the Pueblo test track, with a consist of surplus Heritage coaches. The unit was painted a gray color with green "700" and GE logo.

As anticipated, the Cape Codder will not operate this summer.

Amtrak began disposing of Heritage fleet equipment, offering 28 cars for sale in April, some of which had only been recently retired. Cars were baggage dorms 1618, 1623, lounges 3110, 3112, dome coaches 9406, 9410, and coaches 4000, 4014, 4016, 4600, 4601, 4602, 4604, 4608, 4611, 4615, 4617, 4618, 4625, 4648, 4700, 4705, 4711, 4717, 4733, 4734, 4735 and 4736. Our Editor had photographed baggage dorm 1618 in the consist of the Cardinal in late February, in active service, so some retirements and dispositions took place quickly.

Clocker coaches are largely assigned to Philadelphia-New York service, with train 620 running 12 cars (back on 629), 624 operating 13 cars (10 back on 633) and five cars on 630 (eight back on 623). One car seems to operate on Harrisburg trains 641-642.

New California cars are finally entering service on the Capitols, with former El Capitan diner-lounges temporarily substituting until food service cars are received.

Several 11-bedroom cars now removed from Auto Train service are running on the Silver Meteor, both as active bedrooms and as dormitories. Car 2222 (ex-CB&Q stainless) and 2232 and 2234 (ex-UP painted) were noted, with others being prepared for a return to service.

Boston's MBTA has contracted with Morrison Knudsen to rebuild 51 surviving Pullman Standard push-pull cars. While some are currently cab cars, all will be rebuilt as 200-series coaches with 3-2 seating. Six other cars, more severely damaged, may be rebuilt later. These cars have all been in storage and will provide needed additional capacity when service is restored to the former New Haven Old Colony lines.

San Francisco's Caltrans commute service requires 63 gallery cars on 15 trainsets. Most trains run four cars, but three sets are made up of five cars each.

Seven of MARC's latest rebuilt coaches bear the names they were assigned when first built for the Pennsylvania Railroad as sleepers. I noted the following cars: 140-Tyrone Inn, 141-Hamilton Inn, 142-Franklin Inn, 143-Alliance Inn, 145-Carnegie Inn, 146-Bucyrus Inn and 147-Norristown Inn. Cars 144, 148 and 149 did not receive names.

Virginia Railway Express operates eight sets of equipment, four each from Fredericksburg and Manassas. Typically, one draws a five-car set of rebuilt RDC's from Boston, while the other seven use the 38 MAFERSA cars built new in Brazil. Six cars is the maximum consist, with locomotives typically facing south.

PHILADELPHIA EXPRESS (Continued from Page 5)

returning the next day for its first-ever trip over the new Delair branch connection at Park Junction, Philadelphia, enroute to North Jersey.....The Inquirer reports that CONRAIL ranks 304th on the list of Fortune 500 companies, in the first year that the prestigious list was opened up to non-manufacturing and service companies.CONRAIL Chairman James A. Hagen traveled to Australia in March to consult on the privatization of the Queensland rail system.

CONRAIL's new Wood connecting track, linking the ex-Pennsy Morrisville Line and the ex-Reading Trenton Line at Woodbourne, PA, was placed in service on April 30. It will handle traffic between North Jersey and the West as an alternative to the Allentown route, including double-stack container trains starting this summer. Concurrently, Rule 261 bi-directional signaling was completed on both tracks between "Wood" and "Trent" at West Trenton.....The double-stack clearance program will be mostly finished by July but the extension to South Philadelphia will not be ready until fall.....SEPTA's Bethlehem running track north of Lansdale has been classified as "excepted track," prohibiting all passenger movements.....CONRAIL #740-759, those C40-8W units leased to UNION PACIFIC, have returned to home rails, while 700-714 have been leased to CSX (Jim Kirk).....CONRAIL has promoted Cynthia Archer from general manager, Harrisburg Division to senior VP-intermodal, replacing Gordon H. Kuhn, resigned. This probably makes Archer the highest-ranking woman in U.S. railroad management.....A Federal judge last month barred a strike against CONRAIL by the Brotherhood of Maintenance of Way Employees, though he did not settle the issue of whether the union may bargain directly with Conrail or only through national negotiations as Conrail is demanding.....CONRAIL #3007, one of the original GP40's bought by the New York Central in 1965, was spotted on the West Philadelphia High Line with a work train on May 2 (Dick Adams).....GP38 #7868, complete with special Philadelphia Division logo and Operation Lifesaver emblems, was working at Lansdale in late March.

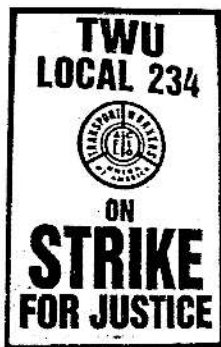
Buckingham Valley Trolley Association suffered a serious loss last month when thieves broke into BVTA's fenced storage site at Front & Laurel Streets, stealing copper parts and doing extensive damage to many of the historic trolleys stored there.....NRHS President Greg Molloy was interviewed by Trains Editor Kevin Keefe in a full-page report published in the May issue.....Pioneer Railcorp lost its contract to operate the WEST JERSEY RAILROAD effective April 30, removing all of its locomotives. SOUTHERN RAILROAD OF NEW JERSEY has won the operating contract with Salem County (John Petko).....SMS RAIL SERVICE has acquired a third Baldwin unit for its Bridgeport (NJ) operation. Still to be shipped from Missouri, the unit is ex-U.S. Air Force S12 #1842 built in 1952 (Jersey Central Chapter News).....Financially-strapped Morrison Knudsen Corp. is considering the elimination of "non-core" activities, and subsidiary MK Rail is said to be getting out of the new locomotive business. Already, there have been numerous layoffs at its main Boise (ID) shop (Traffic World)DVARP, which had considered dissolving itself, instead reorganized successfully and has a new board structure in place (Matthew Mitchell).

SEPTA STRIKE SETTLED AFTER 14 DAYS

Riders Throng to Regional Rail

by Frank Tatnall

After postponing their threatened strike for 12 days, 5,200 members of Transport Workers Union Local 234 shut down SEPTA's City Transit Division at 12:01 AM on Tuesday, March 28. As in past work stoppages, the absence of transit service inconvenienced many, if not most, of CTD's 300,000 daily riders and had a serious impact on center city retailers. Still, the overall effect of the walkout appeared less serious than the last shutdown in 1986, when the Schuylkill Expressway was under construction and employment in Philadelphia was ten percent higher than today. This time, automobile traffic generally moved well in peak hours, though parking was tight in center city. The Chestnut Street Transitway was open to motorists all day, rather than just during evening hours.



Eleven days passed with virtually no talks between SEPTA and union negotiators, but the two sides finally reconvened at the Wyndham Franklin Plaza Hotel on Saturday, April 8. State mediators stepped up their efforts to narrow the gap between the TWU's demands for a three-percent wage increase in each of the next three years and other improvements, and SEPTA's insistence that it did not have the money to meet those demands. By Sunday evening the public was still being told that little progress had been made but--after behind-the-scenes pressure from Mayor Rendell's office--a tentative agreement was reached at 4:15 AM on Monday the 10th after nearly 24 hours of nonstop bargaining. A weary Union President Harry Lombardo stood before a bank of microphones at 6:30 AM to announce the settlement, and to pledge that full service would be resumed by the next morning's rush hour. Actually, some subway trains were rolling by 3 PM that same day, after pilot trains had checked out the lines, and buses began to move out of the depots Monday afternoon. Later reports indicated that the talks had been dangerously close to breaking off before the Mayor's intervention, which could have meant a prolonged stoppage.

Adding to riders' discomfort were the shutdown of former Red Arrow routes on Sunday, April 2, caused by the walkout of 175 maintenance and clerical workers represented by Local 234, and the closure of Frontier District bus service on Friday, April 7 when 130 drivers and mechanics belonging to another TWU local struck as their contract expired. Some 300 Red Arrow bus and trolley drivers were told to go home because of the shop workers' job action, even though their bargaining agent, United Transportation Union Local 1594, said they were not on strike and were willing to work under their expired contract. The UTU threatened court action. Red Arrow normally carries about 21,000 daily riders and Frontier 3,500.

Through all of this turmoil, the Railroad Division performed admirably, handling an estimated 16,000 extra passengers each day. Special trips were added on several lines, additional cars filled out regular trains and trains made unscheduled stops at stations within the City if they had space available. On many days RRD was able to muster 280 of its 304 Silverliners for service (92-percent availability), and all seven of the five-car push-pull sets were running. The extra set, which usually is rotated through the shop, was operated as R5 Bryn Mawr turns 9003/9004 in the morning and R8 Chestnut Hill West/Fox Chase trains 9837/852 in the afternoon. SEPTA honored all City Division TransPasses on the trains between stations in Philadelphia, and for the first week of the strike no fare collections were made on inbound trains while double fares were charged on outbound runs. During peak hours access to platforms at the three center-city stations was controlled in order to reduce congestion and confusion, with management employees lifting tickets at the stairways. The crowds behaved surprisingly well, even during crush times.

The only SEPTA vehicles operating in the strike period were the small Phlash buses connecting center-city tourist areas, whose drivers work under a separate TWU contract; and SEPTA's one and only privatized bus line, the 202 which began running in February between West Chester and Wilmington. It is operated by Krapf's Coaches of West Chester using non-union drivers. Paratransit vehicles carrying disabled and elderly passengers, operated by independent contractors, also remained in service.

Just prior to the strike deadline, SEPTA had offered the TWU a seven-percent wage hike spread over the three-year life of the contract, to be paid for through internal savings, but the union persisted in its demand for three percent per year as well as improvements in pensions and sick pay. The thorny issues of hiring part-timers and cancelling the no-layoff clause had earlier been dropped. The final agreement, ratified overwhelmingly by the union rank-and-file and unanimously by the SEPTA board, adopted the three-three-three formula, but "backloaded" it to become effective on December 15 of each year. This, according to SEPTA reduced the cost from \$36 million to \$24 million over three years. Including the pension boost and other benefits, SEPTA said the entire package would cost \$33.9 million, of which \$24.4 million will be offset by savings in workers compensation, health care and claims through a cooperative effort with the union. An additional \$11.9 million is to be saved by "other management initiatives." No settlement was reached with the UTU at Red Arrow, but those workers returned to their jobs while negotiations resumed.

SEPTA hastened to assure its riders that the settlement would result in no fare increase or service cuts. Marketing efforts will be stepped up to help reduce an anticipated two-percent drop in ridership that would slash revenues by at least \$3 million. The Daily News however, reported that some non-union SEPTA employees feared additional pay cuts or staff reductions to help fund the union contract. The average TWU driver, who was paid \$35,800 per year (\$16.43 per hour) under the old contract, lost \$1,280 in wages during the strike but will gain \$19 per week under the new agreement. That means the worker will not recoup the loss until August 1996.

(Continued on Page 10)

FAMOUS PHILLY CHAPTER FANTRIPS OF THE PAST (Eighth of a Series)

More than 100 miles of now-abandoned railroad lines were toured by a Philadelphia Chapter-sponsored "Off the Beaten Track" excursion train, which operated into the anthracite country 35 years ago this month.



On Sunday, May 22, 1960, an eight-car Pennsylvania Railroad special headed by two E-units departed from 30th Street Station at 8 AM, following the unusual route shown to the left. The train ran via the Schuylkill branch of the PRR's Philadelphia Region for 105 miles to New Boston Junction, PA, north of Pottsville, where it was interchanged to the Lehigh Valley Railroad. With the assistance of LV pilots, the PRR crew handled the train to Laurel Junction near Delano, where the power ran around to the other end and proceeded west to Mount Carmel (24 miles). There the special was again handed over to the PRR for movement west to Sunbury via the 27-mile Shamokin branch--famed for its heavy ore trains often boosted upgrade by as many as four H steam locomotives until their retirement just three years earlier.

The return leg of this unusual circle trip was through Harrisburg and back to Philadelphia via the mainline, for a scheduled 7:30 PM arrival at 30th Street. An intermediate stop was made at Norristown to board passengers and a discharge-only stop at Paoli was made on the return. Total trip mileage was 317.

The route included more than 140 miles of freight-only trackage, all the way from Norristown to Sunbury. Today, all of the old Schuylkill branch is abandoned except for the four miles to Ivy Ridge station in Philadelphia (owned by SEPTA), the four miles from Oaks to Phoenixville (owned by Conrail) and the 13 miles from Temple to Hamburg (operated by the Blue Mountain & Reading). In addition, all of the involved Lehigh Valley track is gone except for a short segment from Laurel Junction to Delano now operated by the Reading & Northern. Part of the PRR's Shamokin branch also survives and is operated by the Shamokin Valley Railroad.

An estimated 400 passengers rode the special train, which consisted of three coaches, a dining car, open-door baggage car and three more coaches. The 48-seat diner advertised a complete turkey dinner for \$3.25 per person! Photo stops were scheduled at milepost 79 west of Port Clinton on the Schuylkill branch, and at "East Perry" interlocking on the Harrisburg-Buffalo mainline north of Dauphin. The latter stop was conditioned "to avoid interference with regular Train #570."

Fare for the excursion, at a time when such "off-the-beaten-track" forays were becoming increasingly difficult to arrange, was just \$9.50 per person (\$4.75 for children ages five to 12). Carl Landeck, who served as trip chairman, spent many hours in negotiations with the railroad and in resolving the myriad of details necessary for one of the Chapter's most memorable outings.

SEPTA STRIKE SETTLED AFTER 14 DAYS (Continued from Page 9)

Retail sales losses in Philadelphia alone were estimated by the Chamber of Commerce at \$19.5 million. To help these retailers during the pre-Easter week and to win back disgruntled riders, SEPTA quickly announced a post-strike "back in business sale." A \$1.00 cash fare was accepted on all City and suburban transit lines for four days through Sunday, April 16, and up to two children could ride free with any fare-paying passenger. TransPasses continued to be honored on Regional Rail trains through the 15th, and refunds were given to pass-holders for the strike period.

Last month's strike was SEPTA's longest since the 19-day shutdown in 1981, and far exceeded the four-day stoppage in 1986. General Manager Louis Gambaccini expressed his "deep regret" to passengers and businesses affected by the strike, but declared that the "very difficult negotiations" had produced a contract that both sides could live with. The riding public just seemed happy to have their subways, trolleys and buses back on line.

But in the longer term, Gambaccini warned of serious problems if budget cutting in Washington goes beyond the \$7 million already proposed by President Clinton. If that happens, another round of fare hikes or service reductions may follow. In this light, the *Inquirer* editorialized that "just because the SEPTA strike didn't paralyze the region doesn't mean the future is made of asphalt."

EXTRA LIST (Continued from Page 6)

JUNE 29: Convention excursion on Reading & Northern Railroad, with expected power to be ex-Reading FP7 locomotives #902 and 903, owned and restored by Lancaster and Philadelphia Chapters. Buses depart Lancaster at 7 AM for West Leesport, PA. Fare: \$85 coach, \$145 first class. Night photo session \$45. Convention registration fee of \$20 is also required. Order ticket from: Lancaster Chapter NRHS, P. O. Box 643, Quarryville, PA 17566-0643.

AUGUST 8-13: "Steamboatin' on the Ohio River" rail-water-air tour from Philadelphia to Cincinnati, OH and return, sponsored by Stroud Water Research Center. First day will feature Amtrak trip to Pittsburgh aboard ex-Pennsylvania lounge-observation car Mountain View, followed by four days aboard famous steamboat Delta Queen for cruise down Ohio River to Cincinnati. Return will be via air. Fares start at \$2,475 per person, rail water and air fares included. For information, write: Stroud Research Center, 512 Spencer Road, Avondale, PA 19311 (telephone 610-444-6485).

CHAPTER RUNS FIRST SPECIAL WITH "WELCOME LINE" TROLLEY

The weather was partly sunny and cool at 11:40 AM on Sunday, April 23 when SEPTA PCC #2728, vintage 1947 and resplendent in fresh silver and cream paint, glided out of Elmwood depot to begin Philadelphia Chapter's first charter trip of the year. The excursion was planned as a five-hour trip to introduce the Philadelphia Historic Trolley (or "Welcome Line") service scheduled for its formal dedication on May 19, using three cars dressed in historic paint schemes.



However, because Operator Gary Mason wanted to "break in" the recently-refurbished 2728 on a short sprint to Eastwick and return, those who had arrived early received this bonus run prior to the advertised 12 Noon departure from Elmwood. Returning to the depot and looping through the yard, the car picked up the balance of its passengers and was off along Route 36 trackage toward center city. A photo stop at Elmwood Avenue & Lindbergh Blvd. preceded a trip up the diversion route to 38th & Filbert, where another pause was made for photos. A five-minute delay occurred at 40th & Ogden while Supervisor Barbara Johnson located the owner of a large automobile parked too close to the track. Turning east on Girard Avenue to follow Route 15, the car stopped at Corinthian Avenue for pictures at the entrance of Girard College.

At 12th & Girard the crowd unloaded to photograph the car turning on the new east-to-south connection into 12th Street. Proceeding south on Route 23 track, the car passed Noble Street where SEPTA has constructed a new turnback for the PHT Welcome Line. Arriving at the Pennsylvania Convention Center and finding the recently-installed siding south of Arch Street unobstructed by parked autos, #2728 pulled in for a 25-minute lunch and restroom stop. While there, passengers witnessed the spectacle of two Route 23 bus drivers trying to maneuver their vehicles between the trolley and a large construction machine parked along the opposite curb. In one case, Supervisor Johnson had to take the wheel from the regular driver to accomplish the feat! Again on the move, the car encountered a new obstacle south of Spruce Street where local civic groups had, without permission, strung three large banners across the street--below the trolley wire. Deft handling of the retriever rope by Light Rail Division Manager Ed Springer--who fortunately accompanied the entire trip--solved the problem.

The 2728 soon reached Bigler & Marvine Streets, the southern extremity of Route 23, and became the first revenue trolley to do so since the regular service was based on April 28, 1991. Returning north on 11th Street, a photo run on the curve at 11th & Reed produced a colorful fireworks display as the PCC trucks passed over dirt-covered rails. At Girard Avenue the car turned east via another new connection built for the Welcome Line, stopping at St. Peter the Apostle Church at 5th & Girard where Chapter Member Brother Hilary Basel was waiting to escort those in need of restroom facilities. Passengers needing those facilities were dropped off while the car continued east to the Cumberland loop at Richmond & Cumberland for a photo stop, then returned to pick them up.

Headed back to West Philadelphia, all seemed to be normal when disaster struck! The trolley pole derailed near 16th & Girard, and no amount of fiddling with the controls, changing fuses or banging with switch irons could reset the electrical breaker under the car floor. Finally, another supervisor arrived in a truck and managed to restore the power through even more strenuous pounding. Bemused riders thought the problem had been corrected, but the trolley shoe immediately derailed again, and inspection revealed a badly-worn carbon slide. That was changed out and, after a 45-minute delay, the car was again on its way. Another photo stop was made on the reverse loop at 41st & Girard, and it was then down 40th to Lancaster Avenue on non-revenue track and the diversion route to 42nd & Chester where another errant auto had to be moved. Proceeding west on Route 13 track, stops were made at 65th & Windsor, Yeadon loop and on the ancient, soon-to-be-removed step rail in 10th Street, Darby. Using Route 11 and pull-in trackage, the car returned to Elmwood depot shortly before 6 PM, nearly an hour late.

The capacity crowd was in fine spirits during the trip and--despite the delay--no complaints were heard. In addition to providing a unique sneak preview of the Welcome Line and traveling over much normally-unused track, the trip produced good financial results for the Chapter. When the recent SEPTA strike forced cancellation of the April 9 excursion, Trip Chairman Frank Tatnall made quick arrangements with the Light Rail Division to reschedule it to the 23rd, and Ticket Agent Larry Eastwood immediately dispatched notices to all ticket holders, as well as to the many prospective riders who were turned away when the original trip sold out. Only eight customers requested refunds, which were made, and their tickets were snapped up by those on the waiting list.

Frank Tatnall supervised the trip for the Chapter, assisted by Steve Barry of Wilmington Chapter who planned to run his own similar excursion two weeks later with PHT cars 2728 and 2799. The Chapter wishes to thank SEPTA, in particular Ed Springer of the Light Rail Division, and the on-board crew for the excellent handling our group received. It is obvious that SEPTA once again is interested in the trolley charter business.

CHAPTER OFFERS COLLECTIBLES IN "RAILFAN STORE"

Here's a reminder to Philadelphia Chapter members and friends about several items of valuable merchandise which are available for sale. Please order by mail from the Chapter address, shown on Page 1.

Paoli Shop Booklet - This specially-produced 8-1/2 x 11" publication with color covers, produced jointly by our Chapter and the Pennsylvania Railroad Technical & Historical Society, commemorates the 80 years of service provided by this facility. Copies are available by mail at \$5.00 each, including tax and postage.

Reading Railroad Video - "Vignettes of the Reading Co., Vol. 1" is a 60-minute videotape of action along the Reading prior to the Conrail takeover of 1976. This professionally produced video may be purchased by mail for \$35.00, including tax and postage.

UPDATE OF SHORTLINE/REGIONAL RAILROAD ROSTERS

The following changes should be made to the listings of shortline and regional railroad locomotive rosters, as previously published in Cinders:

<u>CHESTNUT RIDGE RAILWAY (CHR), Palmerton, PA</u>						
Reinstate	11	B-B	S2	D/E	Alco	1946
<u>DELAWARE VALLEY RAILWAY (DV), Kennett Square, PA</u>						
Add	75	B-B	GP16	D/E	EMD	1956
Delete	403		U23B	(Returned to Conrail)		Former CSX 1716 (Note)
Note: Owned by private individual						
<u>HOLLIDAYSBURG & ROARING SPRING RAILROAD (HRS), Claysburg, PA</u>						
Motive power furnished by Everett Railroad						
<u>MORRISTOWN & ERIE RAILWAY (ME), Morristown, NJ</u>						
Add	576	B-B	F7A	D/E	EMD	1949
Note: Owned by United Railroad Historical Society						Former NJ Transit 417 (Note)
<u>NEW JERSEY TRANSIT RAIL OPERATIONS (NJT), Kearny, NJ</u>						
Delete	961		E60CP	(Sold)		
Add	4415-4416	B-B	ALP-44	Elec	ABB	1995
<u>WEST JERSEY RAILROAD (WJRC), Salem, NJ</u>						
Operations under prior management discontinued effective April 30, 1995. Locomotives removed.						

BACK FROM THE "DEAD," EBT WILL RUN IN '95



The East Broad Top Railroad will operate its famed narrow-gauge trains again this season, after receiving the promise of \$75,000 in assistance from the EBT Development Fund which will raise the money through sale of commemorative tickets. Last fall it seemed certain that EBT, a well-preserved example of industrial Americana, would not reopen because of its owner's reluctance to further subsidize the operation. The 33-mile East Broad Top is a registered National Historic Landmark, and will be the subject of a \$30-million State preservation effort when funding is made available at some undetermined future time.

Located at Rockhill Furnace, PA, on U.S. Route 522 between Mount Union and Fort Littleton, EBT will run its steam-powered trains on weekends from June 3 through August 27, leaving the Orbisonia depot at 11 AM, 1 and 3 PM. It is also planned to operate the Fall Foliage Spectacular on October 7-8.

Members are urged to order the commemorative tickets (which may be used for actual rides) at \$10 each, by sending check or money order to: EBT Development Fund, c/o Huntingdon County Heritage Commission, P. O. Box 374, Huntingdon, PA 16652-0374 (telephone 814-643-5091). Additional contributions are also welcome. This is an opportunity for NRHS and other groups to help preserve a genuine operating artifact of the narrow-gauge steam era--not simply a newly-created tourist line.

PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY

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