

CINDERS

FEBRUARY 2000



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Volume 61

Newsletter of the

Number 2

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

MEETING CANCELLATION ALERT!

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting night, Chapter officers will make a decision as to whether to hold the scheduled meeting. If in doubt, members should call 215-947-5769 after 12 Noon on meeting day for a recorded advisory.

“Yellowbird” Special Set for March 12

Philadelphia Chapter, NRHS will sponsor its first SEPTA electric MU car excursion in a number of years on Sunday, March 12, 2000, as it says "Farewell to the Airport Yellowbirds" in a special charter train.



SEPTA

The train will consist of two or more 1968-vintage St. Louis Car-built Silverliner III MU cars, which have been running in recent years decorated with yellow window-band striping with Philadelphia International Airport logos. All SEPTA Silverliners are now scheduled to receive the red-blue-white striping experimentally applied to Silverliner IV #299. As the conversion kits for these cars arrive, it is planned to do the St. Louis cars first, because there are only 20 of them. Because of this impending change, the Chapter had to quickly arrange a trip opportunity with the cars, and it is believed a train of the cars in the yellow paint scheme will be available for the March 12 trip. As of February 1, the kits had not been received. However, should the "Yellowbirds" not be available for the trip, then every effort would be made to secure a matching train of cars in the new stripes.



The excursion train is scheduled to leave the Upper Level of 30th Street Station at 9:55 AM on March 12, run express to West Trenton and return to 30th Street for a lunch and comfort stop. Passengers are reminded that these cars have no rest rooms, and they should plan accordingly, as facilities at most outlying terminals are non-existent. Photo stops will be made enroute as schedules permit.

Following the lunch stop, runs will be made to Elwyn and Thorndale with the colorful cars, again with suitable photo ops where scheduling permits. The excursion is expected to terminate at 30th Street Station shortly after 5 PM.

Since the last excursion on Regional Rail sponsored by our Chapter, service frequencies have been improved, and this makes excursion operations a bit more challenging. Every effort has been made to provide an enjoyable trip while providing an opportunity to photograph these unique cars. While modified for Airport service, their appearance on that line is chancy at best, and the cars can prove elusive. Of the eight St. Louis cars to receive the Airport striping, seven are in active service.

Tickets are priced at \$35 per passenger, and a flyer will be found attached to this issue of *Cinders*. Tickets should be ordered quickly to insure availability, and a stamped, self-addressed envelope should be included with your ticket order to expedite processing. Ticket orders should be sent to: Ticket Agent, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, with remittances payable to PHILADELPHIA CHAPTER NRHS.

Join Philadelphia Chapter as we operate this Airport Yellowbird special train on Sunday, March 12.

Auction Successful for Chapter and Members

Philadelphia Chapter's annual railroadiana auction, held during the November 19 meeting at Jefferson Alumni Hall, produced total sales of \$998. Of this amount, \$509 accrued from material donated to the Chapter by the estate of the late Homer Stineman, while the balance of \$484 represented material from nine seller-members.

Twenty-nine attendees bid on 54 lots from members and 26 lots from the Stineman collection. The Chapter realized a total of \$656.40 from the sale, while sellers took home \$341.60. Larry Eastwood once again served as auctioneer. The Chapter wishes to thank everyone who participated in this successful event.

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

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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Eakins Lounge, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner at 6:15 PM (\$19.00 per person), Meeting 7:30 PM.

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

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

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

MEETING NOTICE:

FRIDAY EVENING, FEBRUARY 18, 2000

Eakins Lounge, Alumni Hall, Thomas Jefferson University,
1020 Locust Street, Philadelphia, PA (three blocks south of
Market East Station)

Dinner at 6:15 PM (\$19.00 per person), Meeting at 7:30 PM
Parking in Wills Eye Hospital garage, 9th Street above Locust
(\$5.00 after 6 PM), or Parkway Garage, also 9th above Locust
(\$5.75 after 6 PM), Downtown Garage, Walnut Street east of
10th (\$5.00 after 6 PM)

Our February 18, 2000 meeting will feature the annual Ray Muller Slide Contest, rules for which will be found below. The contest is named in honor of the late Chapter member who excelled in slide photography.

The evening begins with our usual sit-down dinner in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, beginning at 6:15 PM, at a cost of \$19.00 per person. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, FEBRUARY 15, 2000 to Dinner Chairman Bill Gardiner at 215-632-7016. This is a STRICT deadline, and you MUST specify when ordering if you desire a fish dinner. Please call BILL GARDINER to make this reservation.

Looking ahead two months, our meeting on Friday, March 17 will feature Chapter Member Harold H. Geissenheimer with a narrated slide program, "50 Years in Transit", covering many of the properties Harold was associated with throughout his long career in the industry. The program received acclaim when recently presented before the Central Electric Railfans' Association in Chicago. On April 21, Chapter Member J. William Vigrass will provide a narrated slide presentation on Toronto, another in Bill's nostalgic look back in time, this one before Skydome, the CN Tower and other notable current-day attractions. Mark your calendars.

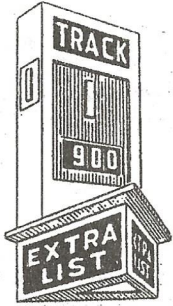
Annual RAY MULLER Slide Contest Rules

1. No entry form is required for the 2000 Ray Muller Slide Contest, but entrants must register in person, beginning at 7:15 PM. Registration closes at 7:30 PM, with no entries accepted after that hour. THE SLIDE CONTEST IS OPEN TO 2000 PAID-UP PHILADELPHIA CHAPTER MEMBERS ONLY!
2. There are once again six categories in the Contest, and categories (a) through (e) must contain only subject matter taken since March 1, 1985 and category (f) only subject matter BEFORE March 1, 1985. PLEASE NOTE THAT THE OLDIES CATEGORY IS 15 YEARS, THAT RULE HAVING BEEN CHANGED IN 1997. In case of uncertainties, the contest manager, Phil Mulligan, will rule on appropriate categories or will disqualify unsuitable entries.
 - (a) Steam
 - (b) Diesel (including RDC's, railcars, turbine-powered equipment, SPV-2000's, etc.)
 - (c) Heavy Electric (including multiple-unit commuter rail equipment)
 - (d) Light Electric
 - (e) General (subjects not included in the first four categories, such as rights-of-way, signals, stations or other fixed facilities, buses, trackless trolleys, unusual railfans, etc.)
 - (f) Oldies (any subject prior to March 1, 1985)
3. Each contestant may exhibit a maximum of four slides in each category, or grand total of 24 in the contest. The entrant must have personally taken the slide, and it may be in color or black and white, and subject matter from anywhere in the world. The contestant's name MUST be on the slide. After the initial screening, entrant will select ONE SLIDE in each category for the projectionist to use in the FINAL judging. Thus, only six (6) slides are actually permitted in the final presentation for any entrant.

This year, there will be an added prize, as the judges will be challenged to come up with a BEST OF SHOW slide, and this winner will receive a prize named in honor of G. Gerrish Williams, Chapter Member, author and photographer who passed away in 1998.



During 1999, Chapter members once again supported Philadelphia Chapter in earning extra funds for the FP7 #903 restoration project by saving cash register tapes from Genuardi's Family Markets. Chapter Secretary Marie Eastwood gathered and redeemed more than \$476.00 worth of tapes this past year, and thanks all members who participated. Keep saving tapes, which are GREEN in 2000 and PINK from 1999. All others are invalid.



FEBRUARY 19, 2000: EastRAIL 2000 multi-media railroad slide presentations at Warren Hills Regional High School, Washington, NJ. Admission: \$10 per person in advance by mail, \$12 at door. Event is co-sponsored by Friends of New Jersey Railroad & Transportation Museum and United Railroad Historical Society. Order tickets from: URHS, P. O. Box 711, Clark, NJ 07066, making checks payable to "URHS" and enclosing stamped, self-addressed envelope. For information, telephone 732-671-9644 evenings.

FEBRUARY 26: Annual "Snow Train to Vermont" excursion sponsored by Massachusetts Bay RRE will operate from Boston to Brattleboro, Bellows Falls and return via Amtrak chartered train. Train leaves Boston (South Station) 7:40 AM, returns about 9 PM. Fares: \$70 adults, \$40 children (12 and under). Optional covered bridge tour, sleigh/hay ride or Green Mountain Railroad excursion at additional cost. Order tickets from: Mass Bay RRE, Inc., P. O. Box 4245, Andover, MA 01810-0814, enclosing stamped, self-addressed envelope. For further information, telephone 978-470-2066.

MARCH 4-5: Greenberg's Great Train & Collectible Toy Show at Pennsauken, NJ (South Jersey Expo Center), 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 children (6-12). For information, telephone 410-795-7447. Philadelphia Chapter will be represented with an information and sales table, and members interested in volunteering are asked to call Sales Chair Dave Kopena at 215-441-8092.

MARCH 5: 14th annual Railroad Show & Collectors Market at Zombo Temple, 3rd & Division Streets, Harrisburg, PA, 9 AM-3 PM, sponsored by Harrisburg Chapter NRHS. Donation at door: \$4 adults, children under 12 free. For information, telephone 717-232-3545.

MARCH 5: Train Show & Sale at Mother Seton High School, Garden State Parkway Exit 135, Clark, NJ, 9 AM-3:30 PM, sponsored by Jersey Central Chapter NRHS. Model trains, railroadiana, books and slides for sale, plus circus train display, door prizes and raffle. Admission: \$4 per person, \$8 per family. For information, write: Train Show, c/o Mitch Dakelman, 334 South 3rd Avenue, Highland Park, NJ 08904-2515.

MARCH 12: "Farewell to the Yellowbirds" excursion on SEPTA lines, using 35-year-old St. Louis-built MU cars in Philadelphia Airport paint scheme, sponsored by Philadelphia Chapter NRHS. These cars are about to be restriped, losing their distinctive color scheme. Every effort will be made to secure matching four-car consist. Special train will leave 30th Street Station, Philadelphia, at 9:55 AM, returning shortly after 5 PM. Photo runbys and lunch stop are planned. Fare: \$35 per person. Order tickets from: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope. For information, telephone 215-947-5769.

MARCH 18: 19th annual Canal History & Technology Symposium at William E. Simon Center, Lafayette College, Easton, PA, sponsored by National Canal Museum. Subjects include the Molly Maguire trials, Mauch Chunk Switchback Railroad and construction of the Monocacy Aqueduct. Registration fee \$55 per person, payable to: National Canal Museum, 30 Centre Square, Easton, PA 18042-7743. For information telephone 610-559-6613.

MARCH 18: First chartered excursion over newly-reopened U.S. Navy railway between Indian Head and White Plains, MD, sponsored by Chesapeake Railway Association (former Chesapeake Division RRE) and Indian Head Central Railway. Using former Long Island Rail Road passenger cars and two ex-MBTA F10 locomotives, special train will leave Indian Head Naval Center, Maryland Highway 210 south of Washington, DC, at 9 AM, returning about 4 PM. Multiple photo stops will be made enroute. Fare: \$40 per person, seniors \$35, box lunch \$8. Order tickets from: Chesapeake Railway Association, P. O. Box 397, Gaithersburg, MD 20884-0397. For information, telephone Jim Cummings at 301-990-1117 or Tim Moriarty at 703-758-7449.

MARCH 19: Original Gilbertsville Train Show at Gilbertsville Fire House, Route 73, Gilbertsville, PA, 9 AM-2 PM. Featured will be 200 tables of antique and contemporary model trains and collectibles. Admission: \$3 per person (children under 12 free). For information, telephone 215-657-2477.

MARCH 19: Rare mileage excursion from West Chester to 30th Street Station, Philadelphia and return, sponsored by West Chester Railroad, PRR Technical & Historical Society and Railfan & Railroad Magazine. Diesel-powered WCRR train with ex-Reading/SEPTA open-window coaches leaves Market Street station, West Chester, at 9 AM. Photo stop is planned at Clifton-Ardan station and train will lay over at 30th Street. Food will be available on the train. Fare: \$40 per person. This will be the first revenue passenger train operating West Chester-Philadelphia since NRHS Blueliner excursion in 1986. Order tickets from: West Chester Railroad, P. O. Box 385, Yorklyn, DE 19736, making checks or money orders payable to "WCRR." For further information, telephone 610-430-2233.

APRIL 8: "Lehigh Gorge Crusader" special train over Reading & Northern's former Lehigh Valley mainline from Jim Thorpe to Pittston (PA) yard and return, sponsored by Jersey Central Chapter NRHS. Special train using Budd RDC's will leave Jim Thorpe station at 9 AM. Food will be available on board. Fare: \$35 per person. Order tickets from: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066, enclosing stamped, self-addressed envelope.

APRIL 20: "Railroads Along New Jersey's Delaware & Raritan Canal" lecture by Capt. Bill McKelvey at National Canal Museum, Two Rivers Landing auditorium, Easton, PA, beginning at 7:30 PM. Admission free. For information, telephone 610-559-6613.

MAY 24-30: Chesapeake Bay-Bermuda cruise adventure aboard luxury vessel Crown Dynasty, sponsored by Lancaster Chapter NRHS. Cruise departs from Port of Baltimore on Wednesday afternoon, May 24. Features include optional tour of Bermuda and railroad presentations at sea. Special NRHS cruise prices range from \$744 to \$1,094 per person. Deposit required. For information and trip brochure, write: Lancaster Chapter NRHS, 72 Stuart Run Road, Quarryville, PA 17566 (telephone 717-786-4932 or 717-299-6405).

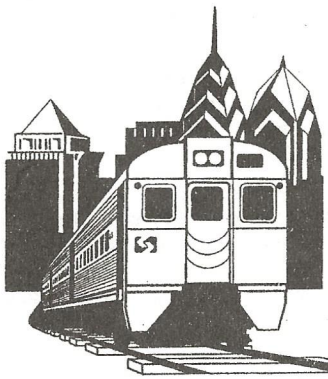
PHILADELPHIA



FRANK G. TATNALL, JR.

January was a tough weather month for SEPTA Regional Rail, as it was for AMTRAK and the freight railroads. The so-called "Y2K" crisis passed without incident on New Year's Day, and for the next two weeks the weather remained relatively mild. But by mid-month the temperatures started dropping--down to eight degrees on the 18th--and two days later Philadelphia was hit with a four-inch snowfall. On the following day, Friday the 21st, there were numerous delays on rails and highways, but these were nothing compared to what happened on Tuesday the 25th, when up to a foot of snow blanketed the region. Rail service was disrupted, highways were a mess, and Philadelphia International Airport was shut down for most of the day.

The fine snow seeped into the traction motors of many SEPTA MU cars, resulting in widespread delays and car shortages that day and for the rest of the week. As part of AMTRAK's winter snow plan, service on the R6 Cynwyd line was discontinued entirely. At one point, 91 MU's were out of service (compared with a normal count of fewer than 50), and even a week later 64 cars were laid up for repairs. For the first time in several years, SEPTA resorted to storing trains in the center city tunnel to keep them out of the weather.



Then, on Saturday the 29th, disaster struck. At 5:13 PM Amtrak's state-of-the-art CETC control center at 30th Street Station lost power, stranding trains up and down the Northeast Corridor. Amtrak's own Corridor trains, NJ TRANSIT and SEPTA's R1 Airport, R2 Wilmington, R7 Trenton and R8 Chestnut Hill West lines were halted, with up to two-hour delays until Amtrak maintenance workers could get to remote locations to manually operate the signals. Full service was not restored until 11:31 PM. The Harrisburg line, over which the R5 Paoli-Thorndale trains operate, was not seriously affected, because it is not tied into CETC and is still operated the "old-fashioned" way, using lineside tower operators.

Still, R5 Main Line passengers have been enduring their share of erratic service, due partly to AMTRAK's track and signal problems and partly to SEPTA equipment failures. Even the new and highly-touted "Great Valley Flyer," #9526-7565, which operates between Thorndale and Philadelphia during rush hours, frequently has run late. On at least one occasion, a locomotive breakdown caused limited #7532 to be terminated enroute.An evening snow and ice storm on Sunday, January 30, fortunately caused relatively few problems during the next morning's rush hour.....One piece of good news last month was the return to service of AEM-7 #2305, which had been idle since last winter awaiting a transformer replacement.....The first of SEPTA's ten new push-pull coaches from Bombardier, #2550, arrived at Frazer shop on January 17.

The huge Philadelphia Flower Show, set for March 5-12 at the Pennsylvania Convention Center in center city, will be an upcoming challenge for SEPTA. In anticipation of heavy off-peak patronage by showgoers, SEPTA will beef up Regional Rail service and once again offer all-inclusive "Bouquet Passes" good for transportation and admission to the show.....SEPTA is proposing to allow transit patrons holding TransPasses to use the R1 Airport Line at all times.....Work continues on the improvements to the Upper Level of 30th Street Station. Noticeable is the ongoing removal of the platform sections which extend beyond the building itself, both east and west.

SEPTA has issued a new employees timetable #1, effective January 17.....The 7th edition of standardized NORAC operating rules became effective January 17, the first in three years. It is issued by the joint Northeast Operating Rules Advisory Committee, of which SEPTA, AMTRAK, NJ TRANSIT, CONRAIL and several other roads are members. NORFOLK SOUTHERN and CSX also participate in their former Conrail territories..... DVARP reports that SEPTA Operation Lifesaver teams made presentations on railroad safety to more than 7,500 students during the first two months of the current school year. While OL traditionally has focused on grade-crossing safety, new emphasis is being placed on the dangers of trespassing on railroad property.

As February began, the supplier had not yet delivered any kits for the restriping of SEPTA's MU car fleet (see November Cinders).....A contractor laying fiber-optic cable has cleared brush and debris from much of SEPTA's unused Newtown branch (DVARP).....The 107-year-old ex-Reading station at Churchville, on the Newtown branch, will be restored by members of the Northampton Historical Society. The two-story wood Victorian structure, with its gingerbread detail, was in service until the end of SEPTA passenger operations on the line in 1983. SEPTA encourages the restoration of such buildings, like those in Wayne and Quakertown which have had non-profit groups formed for that specific purpose.

As expected, the new Metro tabloid newspaper appeared January 24 in 800 locations around the SEPTA system (see December Cinders). But three days before, three major publishers went into Federal court in an attempt to halt distribution of the free 24-page newspaper. Philadelphia Newspapers, Inc., publishers of the Inquirer and Daily News, the New York Times, and Gannett Company, publisher of USA Today, argued that SEPTA's deal with Metro gave the upstart publication an unfair advantage because it would be distributed in paid areas of the system as well as on board buses, where other papers are not permitted.

PHILADELPHIA EXPRESS (Continued from Page 4)



SEPTA receiving a fee as well as free daily space on Page 8 used for service and customer information. Philadelphia is the first U.S. city in which Metro is published, and advertisers reportedly are showing keen interest in the colorful paper. Similar Metros are already produced in seven other countries, all under the management of a Swedish firm, Modern Times Group.

SEPTA last month agreed to settle the case of a seven-year-old boy whose foot was sheared off by a defective escalator at the Cecil B. Moore subway station in 1996 (see January Cinders). A jury in December had awarded the boy and his mother \$51 million in the case, and Judge Frederica Massiah-Jackson tacked on another \$1 million against SEPTA for contempt of court, allegedly because SEPTA officials failed to produce relevant files. But in out-of-court negotiations, SEPTA and the boy's attorney, Thomas R. Kline, agreed that SEPTA will drop any appeals and pay \$7.4 million to the boy and his mother, and the judge reduced the contempt of court fine to \$100,000. Kline told the *Inquirer* that it was not his purpose "to destroy SEPTA (but) to effectuate change. Most important to me is that SEPTA is committed to fixing the escalators." By reducing SEPTA's obligation, Kline noted that his client "is compensated 30 times the legal cap (of \$250,000)...while the riders of SEPTA and the public won't be affected one dime."

Earlier, the SEPTA board hired a blue-ribbon panel to investigate the case, especially as to who withheld the documents and tampered with evidence. That panel appointed former Deputy Mayor David L. Cohen as its attorney. General Manager John K. Leary reiterated that any employees proven to be the culprits could be fired.

The December verdict hit SEPTA like a bomb. In an effort to restore its credibility, the agency created a new management position of assistant general manager for loss prevention, risk & claims management. Named to the \$130,000 job was James B. Jordan, a respected former deputy city solicitor and accountability officer for the Philadelphia Police Department. Judge Massiah-Jackson said that she had "the highest regard for Jim Jordan's integrity and his established track record," and that his appointment was "tangible evidence that SEPTA was serious" in correcting its past practices.

Meanwhile SEPTA shut down 16 of its 36 escalators, including all four at Suburban Station, after a safety analysis was conducted by an independent consultant. Nine escalators were quickly returned to operation, although several others including some longtime basket cases remain out of service. The Cecil B. Moore escalator which caused the injury cited above also remains idle.....Street traffic was disrupted during the evening rush hour January 5, because of a two-alarm fire on the roof of the 32-story 1700 Market Street Building..... SEPTA will purchase \$280,000 worth of anti-graffiti shield film for application to its City Transit Division railcars.

SEPTA has hired the Philadelphia advertising agency of Tierney & Partners to help spruce up its somewhat battered image, for a fee of \$6 million over three years. Tierney is the agency which came up with Philadelphia's official slogan "The City that loves you back." It replaces Earle Palmer Brown, which created SEPTA's current slogan "Serious about change".....Delaware County Council has appointed Thomas E. Babcock, 44, of Springfield to complete an unexpired term on SEPTA's board of directors. He replaces Council Chairman Wallace Nunn, who is stepping down.....SEPTA has begun its community outreach effort in West Philadelphia to alert residents and businesses to the impact of the upcoming \$370-million reconstruction of the Market Street elevated structure.....SEPTA still is somewhat concerned that some computers may react unfavorably to Leap Year Day, February 29, 2000, in spite of the recent success in avoiding "Y2K" meltdown.

SEPTA's consultants, Urban Engineers, have narrowed to seven the modal options in the Schuylkill Valley Metro project, which would create a new transportation system between Philadelphia and Reading. Six of the options involve either commuter or light rail service, the other express bus service. A final recommendation is due this month. Meanwhile, the Brotherhood of Locomotive Engineers has released a study which is said to demonstrate that commuter rail, using dual-mode diesel-electric locomotives, is the safest and most efficient option.....The U.S. Supreme Court last month refused to quash a sex-bias lawsuit against SEPTA, in which five women contend that they were denied jobs in the SEPTA Police Department because they could not meet the male standard of running 1.5 miles in 12 minutes or less. Thus, the lawsuit remains intact and must go back to the lower court.....The massive \$50.2-billion TEA-21 transportation funding bill passed by Congress last year contains \$5.8 billion for public transit. Included is \$980 million for the modernization of rail or "fixed guideway" systems (*Railway Age*).



Acela, combining accelerate with excellence, is the new name for Amtrak's high-speed trains in the Northeast.

The news last month that the Bombardier-Alstom consortium had asked AMTRAK for a further delay in introducing the new Acela Express trains raised eyebrows in many quarters. A project that some already view as a costly fiasco took another blow to its credibility, when the builders told Amtrak that they needed a second extension from this spring until July, in order to work out further mechanical problems. The first of the sleek 150-mph trains was originally due to be introduced before Christmas, but unforeseen wheel-wear problems--since resolved--forced the date to be set back until spring. To its credit, however, Amtrak has demanded that Bombardier-Alstom speed up its test schedule and get the train running within the next few months. "Launching the new service this spring...and having all 20 trains in service by year's end, is still very much our goal," an Amtrak official told the press.

(Continued on Page 6)

PHILADELPHIA EXPRESS (Continued from Page 5)

Three of the new trains have been delivered to date, one of them running tests out of Philadelphia, a second completing a 20,000-mile evaluation at the Transportation Test Center in Colorado, and another being examined at Ivy City shop in Washington.

AMTRAK reported revenues of \$476 million during the first quarter of Fiscal Year 2000 (October-December), an eight-percent increase over the same period a year earlier.....Traffic World reports that the 11-member AMTRAK Reform Council last month would release a scathing assessment of Amtrak and its management. The ARC, which was created by Congress to monitor Amtrak's progress and if necessary prepare a liquidation plan, recommends a major restructuring of Amtrak to make it more cost-efficient and to improve service. ARC gives Amtrak a stinging rebuke for its handling of the Northeast Corridor high-speed program, especially its failure to anticipate the present problems and delays. Other points of criticism include low labor productivity, poor cost control, refusal to produce a capital needs assessment, failure to analyze the economics of its route system and lack of response to marketing opportunities.

Earlier, NARP reported that ARC Vice Chairman Paul Weyrich had suggested that Congress postpone for a year the present FY 2003 deadline for an end to AMTRAK's operating subsidies. The reason for the proposed extension is the ongoing delay to the high-speed program, which had been expected to add \$180 million in annual revenues. AMTRAK last month introduced a valet parking service at 30th Street Station, utilizing the old bowling alley area at the north end of the building as a parking lot for the automobiles. Expected to be quite popular, the charge is \$5 per half-hour or \$35 per day.....A female trespasser was struck and killed by an AMTRAK train near Levittown station on January 17, in 110-mph territory.....AMTRAK reports that it stopped all 49 of its trains just before midnight on January 1, but experienced no "Y2K" problems (Little Rock Chapter).

Senator Frank Lautenberg of New Jersey is a lead sponsor of Senate Bill S.1900, the High Speed Rail Investment Act, which would authorize AMTRAK to sell \$10 billion in bonds over the next ten years to help develop new high-speed corridors. The bill will be considered by Congress during this session, along with S.1144 which would allow states to spend Federal transportation dollars on intercity rail passenger service....E. V. Walker, formerly general manager of AMTRAK's Philadelphia-based Mid-Atlantic Division, has been named president of the Intercity Business Unit in Chicago, succeeding Lee Bullock who became corporate vice president for freight rail affairs. Ralph von dem Hagen, a former CONRAIL executive, was appointed special assistant to Walker, with responsibility for developing and managing Amtrak's alliances with freight railroads and with mail and express customers (Fast Mail).

Is the AMTRAK arrow logo obsolete? The pointless arrow, which has been around since Amtrak's creation in 1971, no longer appears on public timetables, folders and publicity pieces, and has even disappeared from employee timetables.....AMTRAK conductors represented by the United Transportation Union have ratified a four-year contract, retroactive to 1995. Wage increases over the life of the contract total about 12.6 percent, with more flexibility in assigning crews and for employees scheduling time off. Almost immediately, Amtrak and the UTU must begin negotiating a new contract (DVARP).....Moody's Investors Services has upgraded AMTRAK to an "A3" credit rating, based on a "stable outlook" and an "assessment of financial strength in relation to its unique operations and prominence." Moody's also said that it's unlikely that the Amtrak Reform Council will move to liquidate Amtrak.

Many analysts now predict that, if BURLINGTON NORTHERN SANTA FE and CANADIAN NATIONAL gain approval for their proposed merger (see January Cinders), competitors UNION PACIFIC and CANADIAN PACIFIC would seek an alliance. It then would be only a matter of time until each of the U.S.-Canadian giants would pick a partner in CSX and NORFOLK SOUTHERN, creating just two transcontinental behemoths in North America (Trains).....CSX has reassigned some of its Philadelphia-area trackage from the Albany Division to the Baltimore Division, including the Trenton Line from Philadelphia to Port Reading Junction, NJ. Until now, the Baltimore Division ended at Park Junction in Philadelphia. The Albany and Baltimore Divisions, along with the Cumberland Division, comprise CSX's new Northeast Region (Jersey Central Chapter).....NORFOLK SOUTHERN has announced that its capital budget for the year 2000 will total \$747 million, which includes 140 new General Electric C40-9 locomotives and ten EMD SD70M's. A bi-directional signaling project on the Harrisburg Line between Philadelphia and Reading, however, has been deferred (Harrisburg Chapter).

NS and the Brotherhood of Locomotive Engineers and United Transportation Union have agreed on a new discipline policy effective January 1. The new policy "is intended to bring NS's antiquated discipline policy in line with those now in operation on CSX TRANSPORTATION and UNION PACIFIC," the UTU said. NS has long been known for its rigid and widely-resented methods of disciplining employees (Railway Age).....More than 300 angry shippers packed a hall at the Pennsylvania Convention Center on January 12 to vent their frustration because CSX and NS have failed to restore prior service levels since taking over CONRAIL last June. CSX officials promised that they would have the problems solved by the end of March, but a top NS official admitted that his people "don't know what we will be able to give you going forward."

Empire Express, Building the First Transcontinental Railroad, is an interesting new book by David Bain, detailing the intrigues in the great UNION PACIFIC-Central Pacific project. The 797-page book is published by Viking.....The Camden terminal of the proposed Camden-Trenton light-rail line will be near the site of the old Pennsy ferry terminal (West Jersey Chapter).....NJ TRANSIT and the Brotherhood of Locomotive Engineers have reached a tentative agreement on a new eight-year contract, retroactive to 1996. Wage increases total 24 percent over the life of the contract (DVARP).....The B&O Railroad Museum in Baltimore has indefinitely suspended its short excursions out of the museum.....Emons Transportation Group has merged its two York (PA)-area railroads, Yorkrail and the historic Maryland & Pennsylvania into a single entity, YORK RAILWAY.....Westinghouse Air Brake and Motive Power Industries have merged to form Wabtec Corp.....The U. S. DOT has announced a final revised rule on inspection and maintenance standards for steam locomotives, effective January 18, 2000.



Amtrak's long-awaited electrification to Boston was finally scheduled to be introduced on January 31. Just a taste, to be sure, until both tracks, yards and Boston Terminal are fully "wired up". Late period testing was being conducted by this consist: AEM-7 #937, F40 207, Amcoach 21618, 44020, F40 241 and AEM-7 914. I rode Train #12 from New York to Boston on January 28, which had an electric consist as follows: AEM-7's 937 and 933, F40 316, Amfleet cars 82004, 21053, 21651, 20013 and MHC 1453 and 1519. A test train was operated from Boston to New Haven on January 27 and consisted of AEM-7 #948, Amfleet II cars 25000, 25088, Amfleet I 44790, 21648 and AEM-7 #904.

In preparation for the introduction of Acela Regional service, updated timetables were issued and forwarded to stations with strict instructions not to distribute them until told. This was, of course, to be the first official introduction of Acela Regional brand, on two round-trips only for now. Because no bistro cars are ready yet (five are being rebuilt at Bear), some swapping of equipment was to be done. Five full dinette-lounges (28305, 28350, 28353, 43356 and 43359) received Acela striping to match the Capstone cars.

The above cars' places will be taken on Metroliners by the three Shoreliner Express lounge cars, 28390-28391 and 28394. Because Twilight Shoreliner business class loadings don't usually require a full coach, the train has been assigned a club-dinette to accommodate business class passengers in the club section and the dinette area will serve as the business/first class lounge.

To prepare for the special inaugural train on January 31, Train 834 made a special move Washington-Boston with AEM-7's 907 and 914, and Acela Amfleet cars 82017, 82009, 82027, 82033, 82008, 82501, 28353 and 81504. A summary of changes taking effect on the Northeast Corridor on January 31 are: between Boston and New York, most trains are retimed somewhat, with the new Acela Regional trains replacing the following: Train 131 replaces 171 (Boston-New York) and 185 (New York-Washington). Train 133 replaces 177. Train 130 replaces 180 (Washington-New York) and 170 (New York-Boston). Train 132 replaces Train 94, with a redesignated Train 94 replacing 176 and operating two hours later Newport News-Washington.

Conventional trains adjusted include 172 running again via the Shore Line, making all local stops. Train 178 is discontinued on Saturdays, and 170 still operates on weekends, but eliminates New Rochelle and Bridgeport. Train 163 also runs on Saturdays, adding local stops (instead of 177), and Trains 93 and 99 add local stops (instead of 171). The last southbound train from Springfield, MA now operates about two hours later.

Between New York and Washington, a new Train 185 replaces 171 between those two cities, and Train 180 replaces 170 between Washington and New York. Train 190 is retimed to eliminate a gap but drops Princeton Junction and New Brunswick, and Clocker 656 runs weekdays on 190's old schedule. Train 192 replaces 178 on Saturday between Washington and New York. Clocker train 633 drops Cornwells Heights, with train 654 discontinued weekdays, while train 656 leaves Harrisburg at 3:00 PM, reducing an afternoon service gap.

Acela Regional and NortheastDirect trains will be permitted to operate at 125 mph between Washington and New York where equipment and track speeds permit. Unfortunately, however, additional electric service must await the commissioning of HHL locomotives (655 was delivered to 30th Street on January 28) and/or Acela Express trainsets. Two segments of the route require completion of wiring the second track (Old Saybrook-Westerly) and (Cranston-Route 128). A third Acela Express trainset was delivered, with power units 2004 and 2005, and passenger cars 3403, 3517, 3300, 3513, 3512 and 3203. As a reminder, the 3300 is a bistro car, 3500's are conventional coaches, while the 3200's and 3400's are, respectively, a first-class car and an end coach.

The new Kentucky Cardinal service to Jeffersonville, IN includes sleeper service. A boxed breakfast and dinner service are provided since only vending machines are available to coach passengers. Breakfast consists of a danish, croissant, cranberry bread, preserves and a can of fruit. Dinner consists of a croissant with canned tuna or chicken spread, "Rufschlager" bread and apple, cheese or a pear. It appears as if all three Chicago-based hi-level coaches, 39952, 39953 and 39957, have been fitted with vending machines for use on this train, which operates as Trains 850 and 851 on days when Trains 50-51, the Cardinal are not scheduled, and are an offshoot of the Cardinal between Indianapolis and Jeffersonville three days per week.

Amtrak is reportedly considering a revised Pennsylvanian schedule running overnight between New York and Pittsburgh and daylight between Pittsburgh and Chicago. A decision may come by April, and the original New York-Pittsburgh day train would most likely be restored.

In motive power items, the only P42 officially stored is #82, victim of the Cumberland, MD collision with a freight train last November on Train 30. P42 #18 is at Beech Grove for heavy overhaul and the 75 and 98 are recovering from accident damage. The 95 was being rebuilt at a contract shop in Tacoma, WA, and Amtrak West's #116 is at Los Angeles undergoing wreck repairs. P40's out of service include 807 and 829 since the City of New Orleans accident last March, while 831 has been at Beech Grove since October with accident damage.

GP40TC units include the 192 switching at Harrisburg, 195 switching at Fort Worth, 196 leased to Providence & Worcester (while its own units are receiving new signal controls) and 198 appears to be stored at Beech Grove. The two remaining FL9's are working up in New England on maintenance-of-way duties. Meanwhile,

(Continued on Page 8)

ON THE SCENE (Continued from Page 7)

the road-switcher-like GE B32's continue to cycle through Beech Grove, with four examples there at year's end. They are losing their unique striping for a rather bland version of the current scheme.

The smallest of Amtrak's switchers are the four SW1's. The 736 is at Emeryville, CA, 737 is the Wilmington shop switcher, while 738 and 742 are at Washington, with the latter in Washington Terminal blue.

How you determine an "active" F40 today is a hard call, but something like 79 units are considered active by my count. Among these are 311, 392 and 403 on the Denver Ski Train, and 223, 263 and 319 leased to AMT (Montreal commuter service).

In other notes since August, 1999, F40's 266 and 276 are deleted (to Bangor & Aroostook), restore 320 to service (Chicago), and the aforementioned 311, 392 and 403 to the Ski Train. Units also stored include 332, 334, 345 and 397 (all for Bangor & Aroostook). CF7 #583 has been bad-ordered at Wilmington. New to the Amtrak roster (but not actually accepted) are Acela Express power units 2004 and 2005.

In the AEM-7 fleet, 901, 905, 916, 918, 920 and 924 are being remanufactured, while 908, 913, 915, 940 and 946 will follow during this fiscal year. The first four units equipped to operate to Boston are the 914, 931, 934 and 937.

Three more F40's, 213, 214 and 220, are being converted into cab-baggage units 90213, 90214 and 90220 for the forthcoming Boston-Portland service.

While the HHL program slowly progresses in testing along the Corridor with some Amfleet equipment, there were also nine cars long assigned to Pueblo for testing with the 650 out there. They have now been returned to the East, and will re-enter service following progressive maintenance at Washington. For the record, the cars in Pueblo were the 20029, 20041, 20225, 20238, 20977, 21003, 21051, 44978 and 48158.

The Fiscal Year 2000 Amfleet program is based, in part, on the Acela plans and those cars coming due for four-year brake overhauls. Unfortunately, budget limitations mean that Capstone production won't keep up with the work performed four years ago, so many cars will receive only a brake overhaul this year. For FY 2000, these cars include 17 coaches, 5 ADA coaches, five Amcafes, ten other food service Amfleet and two Metroliner full clubs. Amtrak expected to rebuilt 55 coaches, seven business class and 11 food service cars to Capstone service. Even this plan is subject to slippage, however, since 21616 and 21618 did not go into Bear, but remain in service in the old livery with only brake updates.

The following Amfleet cars have/are being converted to Capstone: Coaches 21008 (becomes 82037), 21009 (82030), 21085 (82018), 21096 (82016), 21098 (82026), 21120 (82021), 21125 (82031), 21166 (82019), 21225 (82022) and 21258 (82025). Former ADA coaches in the conversion process are 21601 (82017), 21603 (82023), 21604 (82024), 21605 (82020), 21606 (82027), 21607 (82028), 21608 (82029), 21609 (82033), 21610 (82034), 21611 (82032), 21612 (82035) and 21613 (82036). Car 44664 will become 82502, while former push-pull coaches 44927 will be 81505 and 44945 will be 81504 (both former ADA business class cars).

In other passenger roster items, the following Superliners are stored, all as a result of various derailments and collisions: sleepers 32016, 32065, 32072, 32104, 32111, 32112, lounge 33003, coaches 34035, 34036, 34051, 34107, and transition dormitories 39020 and 39024.

The next Amfleet II lounge car to be rebuilt with an enclosed smoking room will be 28019, although it apparently hasn't been designated a name as yet.

In a couple of miscellaneous items, Horizon fleet coach 54000 is stored following a grade crossing accident, while hi-level car 39902 has been deleted from a planned rebuilding. Amfleet cars stored include 44184, 48224 and 48905.

Other roster changes since August include the storing of baggage cars 1166, 1170 and 1256, MHC 1500, baggage 1706, and 10-6 sleepers 2892 and 2994 have been rebuilt to Heritage dorms 2524 and 2523, respectively.

RoadRailer vans are made up of three types. Type "RM" vans are numbered (to date) between 410000-410165, and these are intended for mail service, with side doors. Eight refrigerated (RI) vans are numbered 414200-414207. End-door vans are in three series. The 460000-460253 are of conventional construction, 462000-462039 are made of a composite called "DuraPlate" and I'm not certain about 462997-462999.

In addition to Amtrak's own vans, reefers from BNSF and conventional (RV) vans from Triple Crown and Swift. In a roster item, add RoadRailer CouplerMates 5023, 5050, 5053, 5058, 5063, 5233-5268, 5272 and 5276. Bogies add 5673, 5689-5792, 5797-5806 and 5808-5813.

Approximately 140 railroad or privately-owned cars have been reported on Amtrak trains during 1999. Among the most famous are the American Orient Express cars and their leased cousins. The cars all carry 800000-series numbers as follows: 800050-Monte Cito (leased), 800109-Vienna, 800218-Bella Vista (leased), 800255-Berlin, 800258-Washington, 800297-Istanbul, 800298-Paris, 800301-Zurich, 800308-Seattle, 800310-St. Moritz, 800321-New York, 800643-San Antonio and 800688-Grand Canyon.

Amtrak has launched its Rail Sale program, a weekly Internet-based rail sale program. Depending on availability, which varies by route and day, it is possible to save up to 70%. Space becomes available each Monday. You must use a credit card but can receive tickets by mail. Tickets are non-refundable and cannot be exchanged. You can upgrade on board if space is available.

The remodeled Memphis station, once a true eyesore, has been reopened with renovated Amtrak facilities, a restored great hall, apartments and condominiums. The facility also serves as a transfer facility for city bus and trolley lines.

This is the Last Issue of "Cinders" for Unpaid Members

This issue of Cinders will be the last one for members who have not paid their Chapter and National dues by the end of February. More than 90 percent of the Chapter's 500-plus full members have paid. Others are urged to do so immediately, and self-addressed return envelopes have been provided. Combined Chapter and National dues are \$31, payable to:

Philadelphia Chapter, NRHS
P. O. Box 7302
Philadelphia, PA 19101-7302

Greenberg Train Show Dates Announced

Chapter Sales Chairman Dave Kopena has announced that Greenberg Shows has approved the Chapter's participation in four different shows during the year 2000. Chapter tables will be available at the Pennsauken, NJ shows on March 4-5, July 29-30 and November 4-5, 2000.

Greenberg's will not have a winter show at Fort Washington this year, but will have a one-day show on Saturday, June 3. Because this is the same day as our proposed SEPTA excursion using FP7's #902 and 903, we will not participate in this event. The Chapter, however, will have a table at the popular Christmas season show at Fort Washington on December 9-10, 2000.

As usual, Dave Kopena needs volunteers to man Chapter tables at these shows, and it need not be for a full day, but perhaps for a couple of hours to spell other volunteers. To get on the list and get involved, please call Dave at 215-441-8092.

Amtrak Finally Issues 2000 Wall Calendar

Amtrak's wall calendar for the year 2000 was mailed in late December, but ordering information was received too late for the January issue of Cinders. Unlike calendars in previous years, this one features not a painting but a color photo of an Acela high-speed locomotive and a group of employees modeling Amtrak's new uniforms.

The calendar may be ordered postpaid from: Amtrak Calendar, P. O. Box 7717, Itasca, IL 60143. Prices are: \$6 for one, \$10 for two, \$14 for three, \$16 for four, \$18 for five and greater discounts for higher quantities.

RAILCAMP APPLICATIONS NOW BEING ACCEPTED

NRHS and the National Park Service again this year will co-sponsor two sessions of RailCamp at Scranton, in which high-school-age young adults are indoctrinated on railroading and rail preservation. The first session (June 25-July 1) will be the Basic RailCamp that was operated in 1998 and 1999, while the second session (July 23-29) will be an Intermediate RailCamp open only to RailCampers who completed the basic course during the past two summers at Steamtown. Chapter Editor Larry Eastwood will continue as manager of the RailCamp program.

There will be 24 positions available in each course, with the Basic RailCamp costing \$495 and the Intermediate RailCamp \$550 to assist in covering costs. Philadelphia Chapter again wants to sponsor one Basic RailCamper for the June 25-July 1 session and will pay the tuition. Applications are now being accepted from both Chapter members and non-members alike. Letters should be sent to: Douglas W. Watts, President, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. Applicants for the Basic RailCamp should fall into the age bracket of entering the 9th grade in September, 2000 to having just graduated from high school in June, 2000. Applications should be submitted prior to April 1, 2000, because it is anticipated that both sessions of RailCamp 2000 will fill quickly.

CHAPTER BOARD MEETS

Philadelphia Chapter's Board of Directors met for their First Quarter, 2000 meeting on Wednesday evening, February 2, 2000 at the NRHS national offices in the Robert Morris Building at 17th & Arch Streets. While discussing a whole host of items and ideas, a highlight of the meeting was the report that former Reading FP7's #902 and 903 are going through the final mechanical preparations to qualify them to operate on the proposed trip on SEPTA on Saturday, June 3, 2000. Further details will be announced in a forthcoming Cinders.

President Doug Watts announced the date of the Second Quarter, 2000 Board Meeting will be May 3.

ON THE SCENE (Continued from Page 8)

In some commuter rail items, NJ Transit has followed up its order for 200 new cars with an order to DaimlerChrysler Rail Systems for 20 new electric locomotives. Each will be able to pull ten bi-levels or 12 standard coaches, a bit more than an AEM-7.

On the last day of 1999, I observed the Long Island Rail Road's evening, noting the conventional diesel-powered trains still in service. Four trains operated: Train 2716 to Montauk (GP38, 2 push-pull cars and an MP15 power unit), Train 556 to Oyster Bay (GP38, five push-pull cars and an MP15 power unit), Train 564 to Oyster Bay (GP38, five 2900-series coaches, GP38) and Train 5050 to Greenport (GP38, three 2900-series coaches, GP38). I have seen 119 of the 134 new bi-level cars and almost certainly the above trains haven't much future. By the way, the ten prototype bi-level coaches and three FL9's have been stored.

Chapter Sets Book Sale

Philadelphia Chapter's bookstore once again is conducting a mid-winter book order program, this year concentrating on the popular books published by Morning Sun Books, Inc. If the current cold weather has you in the mood to think about railroading in the better climate, why not check the list below and fill in titles you are missing from your library.

All books are currently available, with the exception of those scheduled for issuance on March 1 or April 1, 2000, and those orders will be held until the books arrive for shipment. Please list clearly on a sheet of paper each title desired, and add shipping charges as follows: \$4.00 for the first title, and \$1.00 for each additional. Send your order, with check payable to PHILADELPHIA CHAPTER, NRHS to: Book Sale, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. Books listing for \$45.00 each are \$38.00 to Chapter members, those at \$49.95 are \$42.00 each and those at \$54.95 are \$45.00 each. Proceeds benefit the Chapter's ongoing FP7 #903 project.

AVAILABLE AT ~~\$49.95~~ A PIECE

- ALCO Official Color Photography
- B&O Color Guide to Freight and Psgr. Equipment
- Baltimore & Ohio TRACKSIDE with Willis McCaleb
- Boston & Maine In Color
- Bessemer and Lake Erie RR In Color
- Canadian Pacific Color Guide to Freight + Psgr. Equip.
- CB&Q Color Guide to Freight and Psgr. Equipment
- Chesapeake and Ohio Color Guide to Freight and Psgr. Equipment
- Chicago and North Western In Color, Vol. 1: 1941-1953
- Chicago Burlington & Quincy In Color, Vol. 1
- Chicago Burlington & Quincy In Color, Vol. 2
- Chicago Great Western Color Guide to Frt. & Psgr. Equip.
- Chicago Great Western In Color
- CNJ/LV Color Guide to Freight and Psgr. Equipment
- D&H Color Guide to Freight & Psgr. Equipment
- Delaware and Hudson In Color, Vol. 2
- EL Color Guide to Freight and Passenger Equipment
- Erie Lackawanna In Color, Vol. 3: East End
- Erie Lackawanna In Color, Volume 4: Early Years
- Erie RR TRACKSIDE with Robert F. Collins
- Fairbanks-Morse Locomotives In Color
- Frisco In Color
- GN Color Guide to Freight and Psgr. Equipment
- Illinois Central In Color
- Illinois Terminal In Color, Volume 1
- Insull Chicago Interurbans In Color
- Jersey Central Lines In Color, Volume 2
- Lehigh Valley-3 In Color
- The Lionel Inspiration
- Maine Central In Color, Vol. 1
- Milwaukee Road Color Guide to Frt. & Psgr. Equip. Vol. 1
- Milwaukee Road In Color, Vol. 1: The East End
- Milwaukee Road In Color, Volume 2: City of Milwaukee
- Milwaukee Road In Color, Vol. 3: WI & MI
- Minneapolis & St. Louis In Color
- Missouri-Kansas-Texas Lines In Color
- New Haven TRACKSIDE with Thomas J. McNamara
- New York Central Lightning Stripes, Volume 2
- New York Central Steam In Color
- New York Central TRACKSIDE with Eugene Van Dusen
- NYC Color Guide to Freight & Psgr. Equipment
- NYC Color Photography of Ed Nowak, Book II
- NYC Color Photography of Ed Nowak, Book III
- New York Ontario & Western In Color
- NH Color Guide to Freight and Psgr. Equipment
- Nickel Plate Color Photography of Willis A. McCaleb Vol. 1
- Nickel Plate Color Photography of Willis A. McCaleb Vol. 2
- Nickel Plate Color Photograph, Vol. 3: Railfan Perspective
- No. New England Color Guide to Frt. and Psgr. Equip.
- Norfolk & Western In Color Volume 1: 1945-1964
- NP Color Guide to Freight and Psgr. Equip.
- Pacific Electric In Color, Volume 1
- Penn Central Color Guide to Freight and Psgr. Equipment
- Pennsy Diesel Years, Volume 5
- Pennsy Diesel Years, Volume 6
- Pennsy Steam Years, Volume 2
- Pennsylvania-Reading Seashore Lines In Color
- Pennsylvania Trolleys In Color, Vol. 1: Anth. PA Dutch Regions
- Pennsylvania Trolleys In Color, Vol. 2: Philadelphia
- Pullman-Standard Color Guide to Frt. Equip.
- PRR Color Guide to Freight and Psgr. Equipment, Vol. 2
- PRR: Hudson to Horseshoe
- RDG Color Guide to Freight & Psgr. Equipment
- Reading Company In Color, Volume 1
- Reading Steam In Color
- Rio Grande Color Guide to Freight and Psgr. Equip.
- Rio Grande In Color, Vol. 2: Utah
- Rock Island Color Guide to Freight and Psgr. Equip.
- Rock Island In Color, Volume 1: 1948-1964
- Rock Island In Color, Volume 2: 1965-1980
- Santa Fe — All the Way, Vol. 1

\$42.00 each

- Santa Fe (ATSF) Color Guide to Freight and Psgr. Equip.
- Santa Fe 1940-1971, In Color V1: Chi.-KC
- Santa Fe 1940-1971, In Color, V2: KC-Alburq.
- Santa Fe 1940-1971, In Color, V3: Alburq.-LA
- Santa Fe 1940-1971 In Color, V4: TX & El Capitan
- Seaboard Air Line Color Guide to Frt. and Psgr. Equip.
- Soo Line In Color
- Southern Pacific Color Guide to Frt. & Psgr. Equip. Vol. 1
- Southern Pacific In Color
- Southern Railway Color Guide to Frt. and Psgr. Equip.
- Southern Railway In Color, Volume 2
- Spokane Portland and Seattle Color Guide to Frt. and Psgr. Equip.
- TRACKSIDE East Of The Hudson, 1941-1953 w/ Bill McChesney
- TRACKSIDE in Albany, N.Y. 1949-74 with Gerrit Bruins
- UP Color Guide to Freight and Psgr. Equipment, Vol. 1
- UP Color Guide to Freight and Psgr. Equipment, Vol. 2
- Under Milwaukee Wires
- Union Pacific Official Color Photography-1
- Union Pacific Steam In Color
- Union Pacific TRACKSIDE with Lou Schmitz
- Western Maryland In Color
- WM Color Guide to Freight and Psgr. Equip.

\$42.00 each

AVAILABLE AT ~~\$45.00~~ A PIECE

- A Golden Decade of Trains: The 1950's In Color
- Delaware and Hudson In Color, Volume 1
- Erie Lackawanna In Color, Vol. 1: West End
- Erie Lackawanna In Color, Vol. 2: NY State
- Erie RR In Color
- Lackawanna Railroad In Color
- Lehigh Valley-2 In Color
- New York Central Lightning Stripes (Vol.1)
- NYC Color Photography of Ed Nowak, Book 1
- Pennsy Diesel Years Volume 2
- Pennsy Diesel Years Volume 3
- Pennsy Diesel Years Volume 4
- Pennsy Electric Years
- Pennsy Steam Years, Volume 1
- Rio Grande In Color, Volume 1: Colorado
- Wabash In Color

\$38.00 each

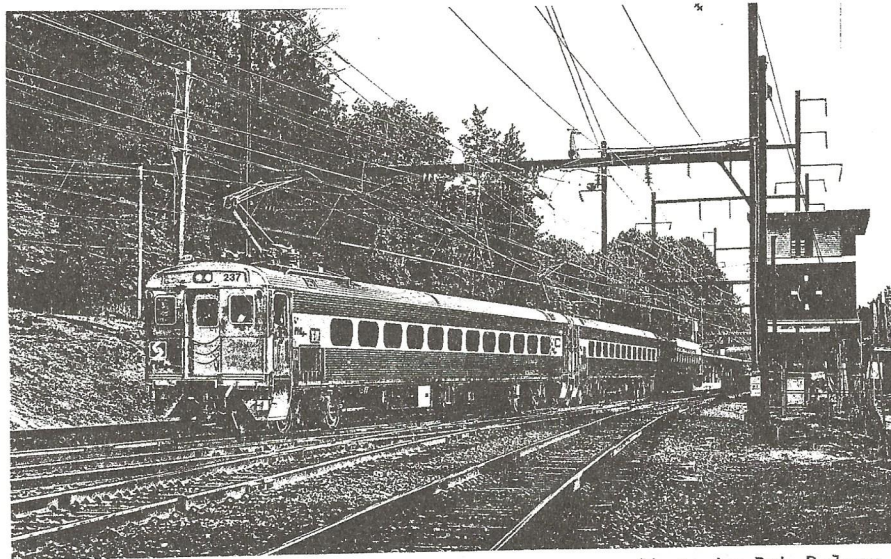
NEW BOOKS AVAILABLE AT ~~\$54.95~~ A PIECE

- Atlantic Coast Line Color Guide to Frt. & Psgr. Equip. (Available 2/1/00)
- Boston & Maine TRACKSIDE with Arthur Mitchell
- Canadian National Color Guide to Frt. & Psgr. Equip., Vol. 1 (Available 3/1/00)
- Chicago Burlington & Quincy In Color, Vol. 3 (Available 1/10/00)
- Chicago & North Western In Color, Vol. 2 1954-1958
- Chicago & North Western Official Color Photography
- CONRAIL Color Guide to Freight Equip., Vol. 1 (Available 4/1/00)
- Great Northern Steam & Electric In Color
- Lackawanna Railroad TRACKSIDE with Henry Peterson
- Maine Central In Color, Vol. 2
- Milwaukee Road Color Guide to Frt. & Psgr. Equip., Vol. 2 (Available 3/1/00)
- Pacific Electric In Color, Vol. 2
- PENNSYLVANIA-Standard Railroad of the World, Vol. 1
- Pennsylvania Trolleys In Color, Vol. 3: The Pittsburgh Region
- Rio Grande TRACKSIDE with Jim Ozment
- Santa Fe TRACKSIDE with Bill Gibson
- Streetcar Scenes of the 1950s In Color (Available 1/10/00)
- TRACKSIDE along the B&O 1957-1958 with Ed Griffith (Available 2/1/00)
- TRACKSIDE around Chicago 1957-1965 with George Speir
- TRACKSIDE around Philadelphia 1946-1969 (Available 4/1/00)
- TRACKSIDE around Scranton 1952-1976 with Ed Miller
- Union Pacific Official Color Photography, Book II
- Western Pacific TRACKSIDE with Bob Larson

\$45.00 each

Last Flight of the "Yellowbirds"

Sunday, March 12, 2000



--Photo by Rob Palmer

Philadelphia Chapter, NRHS cordially invites you to participate in an "Airport Yellowbird" excursion utilizing SEPTA's 1968-vintage St. Louis-built "Airport" Silverliner III MU cars.

This excursion will originate at Philadelphia's 30th Street Station (Upper Level) at 9:55 AM, and will cover the R3 West Trenton, R3 Elwyn and R5 Thorndale lines. Photo stops will be made as operating conditions permit. Lunch and rest stops will be made at 30th Street Station during the day. The trip is expected to terminate at 30th Street Station about 5:00 PM.

All of SEPTA's Silverliner fleet is to be restriped in the red-blue-white scheme applied to Silverliner IV #299, and it is expected that the St. Louis-built fleet will be done first during the early part of 2000, and thus our sense of urgency in arranging this excursion.

We urge you not to miss the opportunity to ride and photograph these cars in their distinctive "Airport" scheme. (Special note: it is anticipated that the "Yellowbirds" will be around on March 12, but in the event that restriping has taken place, Philadelphia Chapter and SEPTA reserve the right to substitute other cars, hopefully a matching set of St. Louis equipment.)

PLEASE TAKE NOTE: SEPTA Regional Rail equipment do not have restrooms. Comfort stops will be made at 30th Street Station during the day, but facilities at outlying terminals are virtually non-existent! Please plan accordingly.

Trip fare is \$35.00 per person. Please order tickets using coupon below. Information may be obtained evenings 7-10 PM, Eastern Time from 215-947-5769.

------(Please Clip and Mail)-----

Ticket Agent
Philadelphia Chapter
National Railway Historical Society
P. O. Box 7302
Philadelphia, PA 19101-7302

Gentlemen:

Please send me _____ tickets at \$35.00 each for the Sunday, March 12, 2000 SEPTA "Airport Yellowbird" excursion originating at 30th Street Station (Upper Level), Philadelphia, PA, at 9:55 AM. I have enclosed \$_____ payable to PHILADELPHIA CHAPTER, NRHS for my tickets, and have also enclosed a stamped, self-addressed envelope for the mailing of my tickets.

Name _____
Address _____
City _____ State _____ ZIP Code _____
Telephone: Area Code _____ - _____ - _____

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NATIONAL RAILWAY HISTORICAL SOCIETY
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