

# CINDERS

APRIL 2000



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Volume 61

Newsletter of the

Number 4

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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Philadelphia, PA 19101

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PHILADELPHIA CHAPTER, 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 (optional) at 6:15 PM (\$19.00 per person), Meeting at 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: Membership Chair, P. O. Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only membership.

**ADDRESS CHANGES** should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. PLEASE INCLUDE YOUR NEW TELEPHONE NUMBER so our Membership List is complete.

*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.

## MEETING NOTICE:

FRIDAY EVENING, APRIL 14, 2000

*(Please note that our April meeting is on the second Friday of the month because Good Friday falls on the third Friday. The incorrect date was published in the March issue of *Cinders*.)*

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, 9<sup>th</sup> Street above Locust  
(\$5.00 after 6 PM), or Parkway Garage, also 9<sup>th</sup> above Locust  
(\$5.75 after 6 PM), Downtown Garage, Walnut Street east of  
10<sup>th</sup> (\$4.00 after 6 PM)

Our April 14, 2000 meeting will feature Chapter Member J. William Vigrass, who will present a narrated slide program entitled *TORONTO BEFORE THE CN TOWER & SKYDOME*, providing a nostalgic look back at railroading and rail transit in a different era. We've enjoyed Bill's vintage programs in the past, and this should prove to be another.

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, APRIL 11, 2000 to Dinner Chairman Bill Gardiner at 215-632-

### NOTICE OF ANNUAL MEETING & ELECTION

Notice is hereby given of election of Chapter officers to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society, on Friday, April 14, 2000, beginning at 7:30 PM.

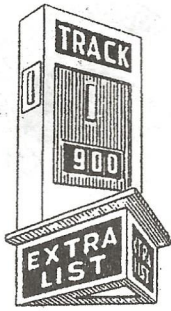
Any member in good standing who is interested in serving as President, Senior Vice President, Vice President & Treasurer, Secretary or National Director may be nominated from the floor at the April 14 meeting. All incumbent officers have agreed to stand for re-election to office.

*Please note that this is a CORRECTED notice to that which appeared in March *Cinders*, which stated the date of our meeting was April 21. The correct date is April 14.*

MARIE K. EASTWOOD  
Secretary

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. No-shows will be responsible for payment for meals ordered.

Our May 19, 2000 meeting will feature Chapter Member Paul Kutta with a narrated slide program on contemporary railroading in Colorado, New Mexico and Arizona from a 1999 trip through this area. Mark the date on your calendar.



**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 site of former Lehigh Valley Jim Thorpe station at 9 AM. Food will be available on board. **THIS TRIP IS SOLD OUT!**

**APRIL 16:** "Trackless Trolley Ramble II" on SEPTA Routes 59, 66 and 75, for benefit of Rockhill Trolley Museum. Special coach leaves Frankford Depot, Frankford & Bridge Streets, at 11 AM. Fare: \$30 per person, including hoagie and soda lunch onboard. Order tickets from: Harry Donahue, 1901-A Stonegate Lane, Stanhope, NJ 07874-2726, making checks payable to "Harry Donahue" and enclosing stamped, self-addressed envelope. For information, telephone Matt Nawn at 610-789-5624.

**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 10-13:** 17<sup>th</sup> annual conference and expo on high-speed ground transportation with the theme, "Building Success to Expand Mobility," at Marriott Hotel, 12<sup>th</sup> & Market Streets, Philadelphia, sponsored by High Speed Ground Transportation Association. Guest speakers include George D. Warrington, President of Amtrak; PennDOT Secretary Bradley Mallory; NJ DOT Commissioner James Weinstein; former New Jersey Governor James Florio; and U. S. DOT Deputy Secretary Mortimer L. Downey. Numerous panel discussions, tours of Amtrak facilities, receptions and a trade show will be featured. Events are open to non-HSGTA members. For information, telephone HSGTA at 202-789-8107.

**MAY 13:** Spring Amtrak excursion from Washington, Baltimore and Philadelphia to Old Saybrook and Mystic, CT and return, sponsored by Washington, DC Chapter NRHS. Special train leaves Washington Union Station at 7 AM, Philadelphia about 8:45, arriving Old Saybrook 12:30 PM, Mystic 1:10 PM. Fares: Coach \$109 adults, \$89 children (2-12), first class \$249 in Pullman Dover Harbor. Fares include rail ticket on Valley Railroad direct from Old Saybrook and Connecticut River cruise, or admission to historic Mystic Seaport. To request complete flyer, telephone 703-273-8440. Order tickets from: Washington DC Chapter NRHS, P. O. Box 151, Alexandria, VA 22313-0151, enclosing stamped, self-addressed envelope.

**MAY 21:** Trolley tour of historic areas of Chestnut Hill and Germantown, 1-4 PM, using SEPTA PCC car on Route 23, sponsored by Chestnut Hill Community Association, Foundation for Architecture and Philadelphia's Historic Northwest Coalition. Walking tours and light refreshments will be included. Participants will meet at Chestnut Hill trolley loop, Germantown Avenue & Bethlehem Pike. Fare: \$18 per person. Pre-registration is required by telephoning 215-569-3187, extension 10.

**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 17566-9522 (telephone 717-786-4932 or 717-299-6405).

**MAY 27:** "Good Spring Ramble" using ex-Reading Budd RDC cars will operate over Reading & Northern's former Reading Company trackage from Port Clinton to Good Spring, PA and return, leaving Port Clinton at 9 AM. Fare: \$35 per person. Food will be available for purchase on board train. Order tickets from: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066-0700, making checks payable to "JCRHS" and enclosing stamped, self-addressed envelope. For information, telephone 908-233-3603.

**JUNE 3:** Special train using restored ex-Reading FP7 locomotives over SEPTA lines, sponsored by Philadelphia Chapter NRHS. FP7's #902-903, owned respectively by Lancaster and Philadelphia Chapters, will power push-pull coaches in first use of these locomotives on SEPTA's Railroad Division since 1981. Photo and lunch stops will be included. Schedule and fare to be determined. Trip information will appear in May *Cinders*, or send stamped, self-addressed envelope for flyer to: Ticket Agent, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.

**JUNE 18:** "Day Cape Codder" excursion from Boston's South Station at 8:00 AM, via MBTA's new Old Colony Railroad to the land of sand dunes and salty air. Return about 8:30 PM. Fare: \$65 per person. Order tickets from: Mystic Valley Railway Society, P. O. Box 365486, Hyde Park, MA 02136-0009. For information, telephone 617-361-4445.

**JUNE 24-25:** "Sea Train Excursion" at the Earle (NJ) Naval Weapons Station, sponsored by United Railroad Historical Society. Fare: \$35 adults, \$25 children. Trip departs 9:00 AM. Order tickets from: URHS, P.O. Box 711, Clark, NJ 07066-0711, making checks payable to "URHS" and enclosing stamped, self-addressed envelope. For information, telephone 732-671-9644 between 7 and 9:30 PM. Directions to Naval Weapons Station at Earle will be provided with tickets.

**Rev. Kieran Cassion, OFM  
March 2, 2000**

It is with regret that we inform you of the passing of Reverend Kieran Cassion, OFM, of St. Anthony Friary, Butler, NJ, on Tuesday, March 2, 2000. Brother Cassion had been a member of Philadelphia Chapter since 1985, but we believe he had been in ill health over the past few years. Services were held on March 7, 2000 at St. Anthony Roman Catholic Church in Butler. Brother Cassion is survived by a sister, Mary Corrigan, of Ardmore, PA.

**TWO NEW MORNING SUN BOOKS OF  
INTEREST TO PHILADELPHIA AREA MEMBERS**

Two new books by Morning Sun of special interest to Philadelphia Chapter members will be available through our Chapter bookstore when issued on April 1. *Trackside Around Philadelphia, 1945-1969* and *CONRAIL Color Guide to Freight Equipment, Vol. 1*, are both priced at \$45.00 each through the Chapter bookstore. Members are urged to purchase their copies through the Chapter to support the FP7 project. Copies will be available for sale at the April 14 meeting. Mail order instructions may be found in the February issue of *Cinders*. The latter book is written by Chapter Member and Historian Larry De Young.

# PHILADELPHIA



FRANK G. TATNALL, JR.



## SEPTA REGIONAL RAIL

The first four of SEPTA's new Bombardier push-pull coaches entered revenue service on March 7, and since then have operated as a separate train. A fifth coach is running in a set of older cars. Three more cars were delivered to SEPTA on March 20, leaving just two of the ten car order (#2558-2559) still to arrive. The new cars—which cost \$1.3 million a copy—are easily recognized by their center doors, which at present are used only for handicapped passengers. A push-pull train was to be operated to Warminster and West Trenton in late March, preparatory to assigning one or more sets to the "Reading" side of the system.

Major construction work on U.S. Route 202 in the Devon-Chesterbrook area resumed on March 16, signaling another season of difficult conditions for motorists during rush-hour periods. PennDOT has contributed funds to SEPTA to provide alternate public transportation, in the form of new bus Routes 204 and 208 and the R5 commuter station at Thorndale opened in November, which is handling 200-300 daily passengers. Van shuttles sponsored by area businesses such as Vanguard Group last year carried 2,800 riders a month between SEPTA R5 stations and the office parks, according to an *Inquirer* report.....Mass transit may pick up some new customers this spring as a result of the escalating price of gasoline, which by mid-March was averaging \$1.53 per gallon in Pennsylvania.

As March ended, the Railroad Division had not decided on a date for reissuance of its public timetables. But the R2 Wilmington-Newark schedule will be reissued effective with the time change on April 2. It will include the new Fairplay at Churchmans Crossing station (the latest name) north of Newark, but as reported here last month that facility will not open for business until sometime in May (or possibly June).....At presstime, SEPTA still had not received the necessary kits to apply red-white-blue striping to its MU car fleet.....Starting March 13 and continuing until summer, SEPTA will operate shuttle buses for its early morning, evening and late-night R1 trains between Eastwick and the Airport. It's due to construction of the new International Terminal 1.....A Southwest Philadelphia man was killed early on February 28 when he drove his car over an embankment onto AMTRAK's mainline at 69<sup>th</sup> Street. The auto was then struck by SEPTA train 7293 bound for Wilmington.

SEPTA planners have revived the decade-old concept of a "Silverliner V" car, which may be needed to replace the aging fleet of Budd and St. Louis-built MU's. This counters the previous thinking that locomotive-hauled trains would be purchased exclusively in the future.....Work is still in progress on the overhaul of 30<sup>th</sup> Street Station's Upper Level. All of the west stairways are closed, with new elevators to be installed in those spaces, and the escalators to all three platforms appear to be operating. Originally to be finished in the fall of 1999, a new completion date of September 29, 2000 has been set.

WEST CHESTER RAILROAD operated its "rare-mileage" special from West Chester to 30<sup>th</sup> Street Station and return on March 19. For the portion of the trip over SEPTA'S West Chester Line between Glen Mills and 30<sup>th</sup> Street, SEPTA placed SW1200 locomotive #50 ahead of WCRR's ex-CANADIAN PACIFIC RS18 #1803.....*Delaware Valley Rail Passenger* reports that one of the three Pioneer III MU cars which SEPTA recently sent to the rail test center near Pueblo, CO was used in a crash test at the center. It was fitted with sensors and instrumented dummies, then run into a concrete wall at 35 mph.....SEPTA is preparing to award an \$814,000 contract for expanding the parking lot at the R6 Spring Mill station, and to provide access for handicapped passengers.....A completion date of May 15 has been set for a consultant's feasibility study to extend R3 service from Elwyn to Wawa, where a new station would be built off U.S. Route 1.....The drawn-out project to restore historic Overbrook station is now due to be finished on June 30.....SEPTA added extra cars to many of its weekday and Saturday trains to accommodate visitors to the Philadelphia Flower Show, held at the Pennsylvania Convention Center March 5-12. Ridership was about the same as at the 1999 event.



## SEPTA TRANSIT

SEPTA last month was still haggling over the details of its proposed contract for 12 articulated low-floor trolleys, to be purchased as part of the Girard Avenue Light Rail Project. No details concerning the likely builder have been released.....On March 20 free distribution of the *Metro* tabloid newspaper began on board some 1,000 SEPTA buses (see February *Cinders*). The 24-page daily paper already was available in SEPTA stations and parking lots, but problems with installing racks on the buses had delayed this phase of the *Metro* project. Publishers of the *Inquirer* and *Daily News*, the *New York Times* and *USA Today* unsuccessfully challenged *Metro* in Federal court, charging that SEPTA's sponsorship of the paper violates the First Amendment.

The long-awaited public hearings on SEPTA's controversial Schuylkill Valley Metro project have been set for April 11-13 in Reading, King of Prussia and Philadelphia. The city session will take place on Thursday, April 13, in the Student

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# PHILADELPHIA EXPRESS

(Continued from Page 3)



Life Building of Philadelphia Community College, 1700 Spring Garden Street, beginning at 6 PM. At the March 23 SEPTA board meeting, Donald Nigro, president of the Delaware Valley Association of Rail Passengers, tore into the SEPTA staff and its consultant for their perceived bias toward building a 62-mile electrified light-rail line from Philadelphia to Wyomissing, near Reading, which will cost well in excess of \$1 billion. Nigro told board members that they "should put a halt to these shenanigans immediately, before any more money is wasted on entertaining these light rail.....fantasies." DVARP favors a dual-mode (diesel and electrically-powered) commuter rail line to operate partly on the rails of NORFOLK SOUTHERN's former Reading mainline. By the time of the public hearings, SEPTA says it will have narrowed its options to three light rail and commuter rail alternatives, with a final decision to be made this spring.

SEPTA has scheduled public hearings on its capital and operating budgets for Fiscal Year 2001, beginning this July 1. The operating budget hearings will take place May 15-19 in all five counties and the capital budget session on May 22 at SEPTA headquarters.....Philadelphia City Council last month approved \$63 million in funding for SEPTA during FY 2001.....President Clinton's budget for Federal Fiscal Year 2001, starting this October 1, includes a record \$54.9 billion in transportation funding, a nine-percent increase over the current year's outlay of \$50.2 billion. The proposed budget allocates \$6.3 billion for mass transit, including new or expanded rail systems in 12 metropolitan areas (Philadelphia not among them). There is also \$521 million for AMTRAK operations and \$468 million for expanding intercity passenger service and high-speed rail (see March *Cinders*). In addition, \$117 million would be allocated to enhance railroad safety and to cut the number of highway grade-crossing accidents.....SEPTA last month finally received \$1.3 million in Federal funding to provide new commuter services for the inner-city poor to reach suburban jobs (see March *Cinders*). This money, plus another \$1.3 million received earlier, was promised last year to fund the Job Access Reverse Commute program approved by Congress in 1998 at the same time welfare reform legislation was enacted. SEPTA had advanced its own funds last fall to begin six new or expanded bus services.

More than 14 million employees will work out of home offices this year, according to recent estimates. These so-called "telecommuters" often utilize their employers' computer networks. *Business Week* Magazine reports that at the end of 1998 some ten million people regularly worked outside their corporate premises, up from 5.4 million just five years earlier. "Saying adios to the office" will reduce the need for physically commuting between home and workplace, but how much this will affect mass transit agencies such as SEPTA (or reduce auto traffic) is unknown.....SEPTA has approved a four-year, \$51-million contract with ABC Rail Systems for electrical construction to upgrade the Broad Street subway's signal system.....Back in January, SEPTA hosted a workshop to help local Disadvantaged Business Enterprise firms bid on contracts for the six-year, \$370-million reconstruction of the Market Street elevated structure.....The failed Chestnut Street Transitway is no more. Now that the street has been reconfigured and reopened east of Broad Street, work continues on rebuilding the four blocks west of Broad. With autos permitted at all times, the right lane is labeled "buses only."

Wisconsin Governor Tommy G. Thompson, who also serves as the enthusiastic chairman of AMTRAK, is reported by the *Inquirer* to be the first choice to head the platform-writing committee at the Republican National Convention this summer in Philadelphia. It can only be speculated what effect his influence might have on those GOP members of Congress who consistently oppose funding for Amtrak.....A current AMTRAK promotion entitled "Spring 1-2-Free" enlists two stars of major league baseball, Nomar Garciaparra of the Boston Red Sox and Alex Rodriguez of the Seattle Mariners. Their pictures appear on posters advertising the special sale by which one passenger traveling full-fare can bring along a second-friend for half-price and a third friend free. The promotion extends through May 13 for travel beginning between March 11 and June 10, when booked at least 14 days in advance. As part of Amtrak's partnership with Major League Baseball, the campaign includes a sweepstakes with the winner getting a free trip—with three family members or friends—to see a ballgame in Boston or Seattle.....*Extra 2200 South Magazine* reports that AMTRAK has ordered two additional P42 diesel locomotives from General Electric to replace units lost in accidents. They're due for delivery in August.

AMTRAK recently announced a major change in strategy aimed at initiating new routes and services rather than cutting them (see Elbert Simon's column in this issue). But the authoritative *Kiplinger Washington Letter* last month said that Amtrak's expansion plans "will flop" because costs "will overwhelm any revenues to be gained." Nevertheless, "Congress won't derail Amtrak...Many lawmakers like having the rail service in their home districts".....AMTRAK has given the kiosk in 30<sup>th</sup> Street Station a facelift, replacing the Acela Express picture with a display touting Acela Regional service.

It remains to be seen if AMTRAK will benefit from increasing congestion in the nation's airports and airways. "The United States is rapidly approaching a crisis situation with regard to airspace and air-traffic-control capacity," says Robert W. Baker, executive vice president of operations at American Airlines. President Clinton recently directed the Federal Aviation Administration to implement new rules to unclog air traffic during the busy summer season, after last year's record number of flight delays.....When US Airways threatened to shut down its system on March 25 in a dispute with the flight attendants union, AMTRAK like many competing airlines said it would accept US Airways tickets. Amtrak also promised to add extra cars to certain of its Boston-New York-Washington trains to assist displaced air travelers. But at the last minute the shutdown was averted.

A Federal court jury last month acquitted AMTRAK of any responsibility for the death of a foreman, who was shot by a deranged worker in Wilmington shop on April 10, 1997. The jury said that Amtrak officials could not reasonably have foreseen the rampage, in which the killer also seriously wounded two fellow workers before being shot to death by police.....AMTRAK last month agreed to pay \$16 million into a fund to settle a racial discrimination lawsuit filed by the Brotherhood of Maintenance of Way Employees on behalf of five black workers. Amtrak also committed itself to a "cultural change," which will insure a more even-handed treatment of those who apply for jobs or promotion. Last year, Amtrak settled another discrimination suit filed by black managers, agreeing to set up an \$8-million compensation fund and to change its hiring and training practices. (Continued on Page 5)

# PHILADELPHIA EXPRESS

(Continued from Page 4)



# CSX NS

## OTHER ROADS

The disruptive takeover of CONRAIL by CSX and NORFOLK SOUTHERN contributed heavily to last month's decision by the Surface Transportation Board to impose a 15-month moratorium on any further railroad mergers. This will delay STB's consideration of the proposed union of BURLINGTON NORTHERN & SANTA FE and CANADIAN NATIONAL, which was announced in December. "It does not appear that there are significant public-interest benefits to be realized from further downsizing of rail route systems," the board said.....With Wall Street investors currently enamored with high-tech and "dot-com" ventures, "Old Economy" companies have been losing ground in the stock markets. The railroad industry, tainted by poor performances of CSX, NS, UNION PACIFIC and other major carriers, is finding it especially difficult to attract equity capital. A recent *Inquirer* article pointed out that CSX and NS common stock has plunged so dramatically since the CONRAIL takeover last June, that at one point in March their combined market value was less than the \$10.2 billion they jointly paid for Conrail.....CSX has reported 1999 earnings of \$339 million on rail revenues of \$5.6 billion, compared with \$428 million on revenues of \$5 billion the previous year. NS reported 1999 income of \$239 million on revenues of \$5.2 billion, versus \$630 million on revenues of \$4.2 billion in 1998, due largely to its merger difficulties.

At a four-day STB hearing last month on the future of the U.S. railroad industry, CSX Chairman & CEO John Snow admitted that railroads are "plagued by instability" and that "congestion of delays have shaken customer confidence." NS Chairman & CEO David R. Goode said that "the railroad industry and especially the eastern railroads are as financially fragile as they have been in my career...compounded by fuel price increases and the worst export market in a generation." He added that "I will not stand idly by and let a BNSF-CN combination drain revenues from my system. Neither would others" (Dave Mears).....The Surface Transportation Board announced in February that it will begin a general oversight proceeding related to the takeover of CONRAIL by CSX and NS. This is the first such effort in a scheduled five-year post-merger oversight period (Dave Mears).

NORFOLK SOUTHERN has finally extended its numeric train symboling system into this territory, replacing the familiar four-letter and TV/ML symbols used by Conrail.....NS also has begun changing the taped radio messages on its defect and high-car detectors to read "Norfolk Southern" instead of "CONRAIL" (Conrail Technical Society).....The Brotherhood of Locomotive Engineers has ratified a new contract with NS, which includes a 14.4-percent wage increase retroactive to January 1, 2000 and participation in NS's Thoroughbred Performance Bonus Plan (Dave Mears).

CSX said last month that it has upgraded its track through Darby and Yeadon Boroughs to permit 30 mph instead of 15 mph operations. This followed three derailments and extended

blockages of street crossings, which a month earlier had resulted in a confrontation with Darby Mayor Paula Brown who twice parked her automobile on CSX's mainline in protest (see March *Cinders*). In mid-March a two-hour blockage caused Brown to threaten further retaliation, in spite of warnings from a Federal judge. CSX said that it would invest \$3 million to improve the track and lengthen a passing siding to reduce the possibility of blocking highway crossings (Dave Mears).....In mid-March workers finally cut away a huge tree trunk which had lodged between the arches of CSX's stone-arch bridge over the Schuylkill River in Philadelphia's Fairmount Park. The tree, which had become quite a local attraction, was wedged under the historic ex-Reading bridge during the flooding caused by Hurricane Floyd last September.

William Knapp, a former CONRAIL locomotive engineer, has been named vice president & general manager of NJ TRANSIT RAIL OPERATIONS. He had been deputy GM for the past five years (DVARP).....Consultants have started work on a draft environmental impact study for restoring NJT passenger train service over CSX's Trenton Line between West Trenton and Bound Brook.....The Railroad Museum of Pennsylvania at Strasburg celebrated its 25<sup>th</sup> anniversary on March 31.....Once again this year, a Ringling Bros. and Barnum & Bailey circus train will come to South Philadelphia, for the troupe's April 13-23 engagement at the First Union Spectrum.....*Trackside Around Philadelphia 1945-1969 with Dave Cope, Bill Ellis and Frank Watson*, by Bert Pennypacker, is a new Morning Sun all-color book to be available this month. See article on Page 2 of this issue to reserve a copy from the Chapter's bookstore.

PATCO has increased its parking fee in gated lots from 25 cents to \$1, effective March 1, the first change since 1972. Metered spaces will now cost 25 cents for every two hours instead of for six hours. About 60 percent of all parking spaces at PATCO stations remain free of charge.....Passengers on MARC and VIRGINIA RAILWAY EXPRESS trains now receive free 12-page *Commuter Weekly* publications containing commuter-related news. The papers are supported by advertising.....On February 22 MARC placed in service the first of its 50 new Kawasaki-built bi-level railcars, purchased at a cost of \$90 million. Initially, they are to be assigned to the Penn Line which uses AMTRAK between Baltimore and Washington. MARC is also negotiating with CSX to renew its operating contract.....The United Transportation Union has again withdrawn from the AFL-CIO, in a dispute with the Brotherhood of Locomotive Engineers over employee representation.....The Great Train Store chain has declared bankruptcy, but intends to continue operating most of its 56 stores during Chapter 11 reorganization. There are Great Train Stores at the King of Prussia Plaza and Willow Grove Park Malls.

Lancaster Chapter has moved into its new headquarters, the former Pennsy freight station at Christiana, PA, which the Chapter leases from AMTRAK. The historic building has been extensively refurbished.....Tropicana Products, a division of PepsiCo, Inc., has ordered 135 new refrigerated boxcars from Millennium Rail for use on its two "juice trains." Each car will have a capacity of 20,000 gallons of packaged juice, and be painted white to increase cooling efficiency. The older of the two Tropicana trains runs four times weekly from Bradenton, FL to Jersey City, NJ via CSX, and since 1970 has been a familiar sight to trainwatchers in the Philadelphia area (*Railway Age*).....Ross Rowland's famous ex-Chesapeake & Ohio 4-8-4 #614 will be auctioned off to the highest bidder on May 20. The locomotive has been stored at NJ TRANSIT's Meadows Maintenance Complex in Kearny, NJ,

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Amtrak's long-awaited market-driven route strategy was announced at the end of February (and previewed in last month's *Cinders*). The comprehensive economic analysis has been designed to preserve and expand our existing rail network. Such strategies may be new to Amtrak but are common in other industries.

Amtrak plans to expand its express business through hubs in Chicago and Dallas-Fort Worth. Up to 2,000 additional box cars and RoadRailers would be acquired, with many leased from shippers eager to use Amtrak for movement of time-sensitive products. Amtrak has been careful so far to aim for traffic now moving by trucks (and often previously hauled by rail).

It is an unfortunate fact that over 50 Superliner and Amfleet II cars are out of commission with various levels of wreck damage. Amtrak plans to refurbish about 50 cars to provide additional capacity and some 45 F40's will be put back into harness for another go.

Here are details of Amtrak's plans. Please keep in mind that these are plans, subject to negotiation with freight railroads, and planned to be implemented over the next several years.

The **Kentucky Cardinal** will be extended from Jeffersonville, IN across the Ohio River to Louisville, KY.

A second train, the **Manhattan Limited**, will operate via an all-Norfolk Southern routing between New York and Chicago via Pittsburgh and Cleveland. This train, with sleeper service, will operate overnight between New York and Pittsburgh, with daylight service between the Steel City and Chicago.

A reincarnation of the old New York Central **Wolverine**, the **Twilight Limited**, will extend an existing Empire Service train from Niagara Falls through Canada, and from there west replacing an existing Detroit-Chicago train. As the current Detroit station is near the General Motors headquarters, this train will operate via the tunnel and make its Detroit area stop at suburban Dearborn. The train is expected to offer sleeper service, too, which may require restoring some additional Heritage Fleet 10-6 cars to service. Concurrent with this adjustment, it appears as if an extra train will be added to the Michigan Corridor, with one train running through to Toledo and the remaining two to Detroit and Pontiac.

The **International**, meanwhile, would be rerouted between Battle Creek, MI and London, ON, thus serving more populated areas in Michigan and Ontario (but skipping other points such as Lansing and Port Huron, MI). The train, like the **Twilight Limited**, will use the Detroit-Windsor tunnel and will serve the Detroit area through the suburban Dearborn station.

A new overnight service would be established between Chicago and Des Moines to garner refrigerated express business. The train will take a somewhat roundabout routing via Metra, I&M

Rail Link (to Savanna via Davis Jct.), then down the Mississippi River through Clinton, IA to Davenport. The train would then follow the Iowa Interstate west through Iowa City, Grinnell and Newton to Des Moines (this portion is the former Rock Island mainline).

The last northbound **Hiawatha** of the evening would be extended from Milwaukee to Fond du Lac, apparently via the Wisconsin Central, returning the next morning. Reports suggest that a large publishing house is the expected source of traffic. A train would also be established between Chicago and Janesville, WI, operating via the former Milwaukee Road route (now Metra to Fox Lake, IL), continuing to Walworth (serving the resort area of Lake Geneva) and Janesville. Regional carrier Wisconsin Southern would be the route and a truck plant is the expected customer.

Florida service would also see major adjustments. It is anticipated that the **Silver Star** would be extended north of New York via Springfield to Boston to provide direct service to the South. Amtrak agreed to restrictions on the number of trains over the New England coastal drawbridges, hence the Inland Route. However, CSX doesn't want (or need) any more trains on its former Boston & Albany route, so Amtrak Trains 142 and 145 will run only between Washington and Springfield. However, with CSX's inevitable delays to the **Silver Star**, local travel to Worcester and Framingham will obviously be discouraged.

In Florida itself, things might seem complicated. The **Silver Palm** is expected to operate to Miami via the former Seaboard route, diverting to serve Lakeland, with a likely bus connection from Tampa. The **Silver Star** and **Silver Meteor**, meanwhile, would go back to the former practice of splitting into east and west coast sections at Jacksonville. However, the Miami sections would use the Florida East Coast route via St. Augustine, Daytona Beach, Titusville, Melbourne and Fort Pierce, regaining the present route at West Palm Beach. Presumably, overflow Orlando traffic could be conveyed via bus between Titusville and Orlando.

The **Crescent** would be split at Meridian, MS, with a section of the train operating west via Kansas City Southern (ex-Illinois Central) through Jackson and Vicksburg, MS, Monroe and Shreveport, LA to Dallas and Fort Worth. This will require an additional set of equipment (and an overnight journey). Dallas-Fort Worth is expected to become a major transfer point, considering other changes outlined below.

The **Sunset Limited** would operate from Houston to El Paso via Dallas-Fort Worth, Eastland, Abilene, Big Spring, Odessa and Pecos. The existing route via San Antonio and Del Rio would be discontinued. The **Texas Eagle**, meanwhile, would gain a fifth round-trip weekly and eventually go daily. Connections for the West could be made at Dallas or Fort Worth with the rerouted

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## ON THE SCENE (Continued from Page 6)

**Sunset Limited.** A connection with the **Texas Eagle** at San Antonio would serve Laredo, Nuevo Laredo and Monterrey, reportedly to carry auto parts traffic from Mexico.

As a result of these route redeployments, consists will be adjusted to a point less than peak levels – this will allow the reassignment of some cars to other routes yielding higher results. But, this will mean higher peak-period fares and less opportunities for cheap fares. That's the route to financial self-sufficiency.

Also to be considered is a weekly transcontinental train between New York and Los Angeles for high priority express service, also offering deluxe passenger accommodations (reportedly by American Orient Express). Reports indicate that Amtrak is aiming for a 60-hour schedule (the fastest combination ever offered by Santa Fe and either Pennsylvania or New York Central would have been about 55-1/2 hours, so this would indeed be fast!). Apparently, stops would be at a bare minimum, to service locomotives and change crews. Passenger stops might be made at Philadelphia, Pittsburgh, Cleveland, Naperville (Chicago), Kansas City, La Junta, Albuquerque, Flagstaff and Barstow. This totals nine stops, although reports indicate only eight would be made. Westbound, the train would depart New York just after the evening rush hour and arrive in LA on the third morning. A diner, lounge and say, four sleepers with AOE amenities would certainly be the class way to cross the country and could serve important tourist markets such as Albuquerque and the Grand Canyon/Phoenix portion of Arizona.

Congress is considering a bill which would permit Amtrak to issue up to \$10 billion in bonds, whose principal would finance high-speed rail corridors nationwide. Tax credits would be issued to purchasers of these bonds. Other intercity carriers could also issue these bonds, which could be used to purchase locomotives and passenger cars, upgrade existing routes (including the Northeast Corridor) or construct new dedicated high-speed rail lines.

The National Governors Association has urged Congress to fully fund Amtrak at the authorized level of \$468 million for development of high-speed rail corridors and \$521 million in support of Amtrak's continuing operations.

At least one member of Amtrak's oversight panel, who happened to have written a book critical of the corporation, voiced outrage at Amtrak's new plan for additional services. To be fair, we should consider the views of an Amtrak critic:

- a. The new trains would be too slow
- b. Amtrak should concentrate on passenger service
- c. Funding will be taken from routes that better deserve it
- d. Development of Amtrak's **Acela Express** service is taking too long
- e. Amtrak is stonewalling the Amtrak Reform Council
- f. He apologized to taxpayers for having worked for Amtrak and "squandering" taxpayers' funds

Amtrak's **Southwest Chief**, Train #3, derailed near Carbondale, KS, west of Topeka, early on the morning of March 15. Although a number of Superliners derailed and fell on their sides, only one person was seriously injured. The five cars on their sides were Sightseer lounge 33046, diner 38049, sleepers 32094 and 32118, and smoker-coach 31533. Box cars 71046 and 71087 also overturned.

The latest group of Capstone Amfleet overhauls are: 82043 (ex-21620, 2/22/2000); 82044 (ex-21621, 2/28/2000); 82045 (ex-21622, 3/02/2000); 82046 (ex-21623, 3/08/2000); 82047 (ex-21625, 3/10/2000); 82048 (ex-21625, 3/15/2000).

A fourth **Acela Express** high-speed trainset, with power cars 2008 and 2018, arrived in Washington on March 4.

The second rebuilt diner, 8552, came from Beech Grove on February 22, while the first example, 8507, returned to that facility for some modifications.

In a couple of motive power items, F40 #288 has been leased to MBTA in Boston for commuter service. The two active FL9's, 485 and 486, were damaged in Kingston, RI during February, with one frozen up and the other with truck problems. They were sent to Albany-Rensselaer shops on February 9.

The present **Ethan Allen** operates to Rutland via Saratoga Springs and Fort Edward, NY. The State of Vermont has apparently reached an agreement to reroute the train via Guilford's Boston & Maine to Hoosick Jct., NY, then via Vermont Railway's ex-Rutland line to Rutland via North Bennington and Manchester. No word on whether the train would backtrack from North Bennington to serve Bennington itself, which is on a branch line.

The **Reno Fun Train** is wrapping up its season – on March 19, the train included F40's 359, 353 and 340, full dome 10030, Horizon café 53502, private car 802233 and ten Horizon coaches.

In a couple of commuter items, 14 Virginia Railway Express "Boise Budd" cars are going to California for service to a new stadium in Oakland. Eight cars noted to date are 302, 308, 311, 314, 401, 403, 404 and 803.

At least one MARC Perryville (MD) commuter train has been noted with the new double-deck cars. As on the low-level cars, cabs are numbered in the middle of the number series, lavatory-equipped coaches in the upper numbers and standard coaches have the lowest numbers. Of course, the new cars are 7800's while their single-level cousins are 7700's. A six-car train pushed by an AEM-7 included cab 7849, coaches 7807, 7808, 7820, 7821 and lavatory-equipped coach 7896.

### FP7'S NEED TO SHINE FOR JUNE 3<sup>RD</sup>

Members and friends of Philadelphia Chapter should mark Saturday, June 3, 2000 on their calendars for the 50<sup>th</sup> anniversary trip with FP7's #902 and 903 on SEPTA's Regional Rail lines. At presstime, ticket prices and other details had not been finalized. A trip flyer will be included with the May issue of *Cinders*, and the excursion will be advertised in various mainstream rail enthusiast media.

Equipment Chairman Bob Morris needs volunteers on three Saturdays (April 15, 22, 29) to assist in washing and waxing the locomotives for the big June 3 event. Anyone who can journey to the storage site at Pocopson, PA can call Bob at 610-543-8010. Your help is needed to make these units sparkle on their mainline debut.

The June 3 trip is the headline event for several possible public appearances for the FP7's this summer, details of which will be announced by the joint Lancaster-Philadelphia Chapter committee when arrangements are finalized.

# PHILADELPHIA EXPRESS

(Continued from Page 5)

reportedly because NJT has a lien on it for unpaid transportation charges (*Railpace*).....Chapter Member Bob Kimmel is working to restore ex-Jersey Central 0-6-0 #113, currently located in Minersville, PA. Visitors and contributions to the effort are welcome.

The State has recently been handing out rail freight assistance grants to shortlines and industries to help spur local economic development. In September 1999 the Ridge Administration announced \$7 million in grants to 51 projects around the State, and in January another \$2.5 million was approved for 23 projects. In the latter group were \$55,000 for track improvements on the Bustleton industrial track near Northeast Philadelphia Airport, and \$168,000 for siding installation at Refrigerated Food Distributors in the Northeast. Then in February, another \$1.5 million was dispensed for seven projects, including \$1.1 million to the READING, BLUE MOUNTAIN & NORTHERN RAILROAD.....Those two rare Alco RS32 locomotives orphaned when Delaware Valley Railway shut down last year have a new home. TISHOMINGO RAILROAD in Mississippi has purchased #211 and 212, which trace their ancestry back to the Southern Pacific and New York Central respectively.....Editor Larry Eastwood has a photo published in the May issue of *Railfan & Railroad*, showing the colorful "Celebrate the Century Express" gliding through Merion station last November 1, enroute from Harrisburg to Richmond, VA.

## Trivia Question Answer

Paul Kutta's Trivia Question in last month's *Cinders* generated many answers, with different variations on train names and numbers, but all with the correct state - OKLAHOMA.

An interesting sidelight comes from NRHS Member Lee Burbage, who was stationed in the area in military service and also worked for the Frisco down there. He says that the reason these towns have the names they do is that when the oil fields in the area were being developed, the workers and drillers came from our Pennsylvania area. Member Henry Adamcik reminds us that there was also a town named Berwyn which we overlooked, and Rodger Fredrick says we should not forget the town of Gene Autry, either.

Figuring out the train was another matter! It depends upon how old your timetable is (or you are), as to what you think the correct train was. Most responses seemed to say the trains were ATSF Numbers 11-111 and 112-12, the **Kansas Cityan** and the **Chicagoan**, respectively, shown in both a 1956 and 1960 schedule. South of Oklahoma City, though, the 1960 schedule calls the train the **Texas Express** southbound and the **Chicago Express** northbound.

Thanks to Henry Adamcik, Len Beck, Lee Burbage, Bill Crawford, Ev Edwards, Rodger Fredrick, Win Gross, Jack McCloskey, Bob Oliphant, Doug Watts and George Wiedersum for responding. We'll find some others for future issues.

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