



# CINDERS



DECEMBER 2000

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Volume 61

Newsletter of the

Number 11

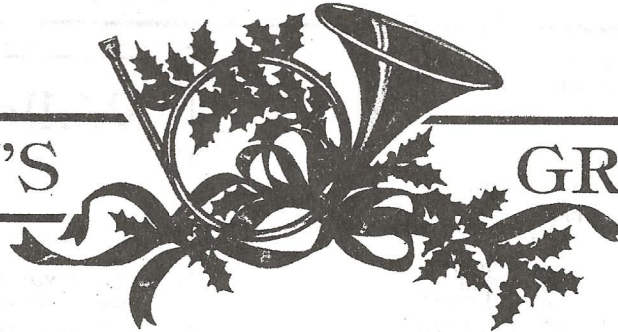
PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

## SEASON'S



## GREETINGS

The holiday season is here, and we find ourselves making plans to share time with family and friends and give thanks for our many individual blessings.

While we each prepare for our holiday traditions, let us take time to reflect on how we have helped one another and our Chapter in the preservation of rail history during 2000. When we participate in rail-related events with friends, we are helping them and ourselves to preserve rail history, acquire knowledge, make new friends, and have fun. The events may be a national convention, a fantrip on a local shortline, mainline extravaganza, or spending a day at a favorite photo location. Assisting our Chapter at one of its many endeavors during the year is also a way to do any of these things. Take your pick from several: volunteering at a transportation festival or train show, spending a day with the FP7's, becoming a member of a Chapter committee, running for president, suggesting creative methods of fundraising, being a guest presenter at a Chapter meeting, and the list goes on.

We have a talented and knowledgeable membership that is proud of our tradition of being in the forefront of rail history preservation. I challenge each of you to think of ways in which you can help our Chapter to continue preserving rail history in 2001 and beyond!

The officers of Philadelphia Chapter join in extending to you and your families every wish for a safe and joyous holiday season. We thank all who helped make 2000 a success and look forward to continuing to witness and preserve history in 2001.

LESLIE J. DEAN  
President



NATIONAL RAILWAY HISTORICAL SOCIETY  
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.

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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, DECEMBER 8, 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, 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 December 8, 2000 meeting will feature Chapter Member Paul Kutta presenting a **Western Railroad Color Extravaganza**. This narrated slide show features steam, diesel and electric railroading, mainly in Nebraska, Wyoming and Colorado with photography during a July, 2000 vacation. We will see trains Amtrak, BNSF, CSS&SB, LC&S and UP, including a variety of new and fallen flag paint schemes. Also—at no extra charge—an unusual display of railroad art by Union Pacific Historical Society member Karl Teller!

The evening begins with our usual sit-down dinner in the Alumni Hall Eakins Lounge, Thomas Jefferson University, beginning at 6:15 PM, at a cost of \$19.00 per person. **DINNER RESERVATIONS ARE MANDATORY and MUST BE MADE BY TUESDAY EVENING, DECEMBER 5, 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 with your reservation. **No-shows will be responsible for payment for meals ordered!**

Please join your fellow members for an interesting evening of Western railroading at our December 8 meeting. Why not come out and enjoy dinner, as well.

## Philadelphia Chapter Auction Successful

Philadelphia Chapter's annual railroadiana auction, held as the program portion of the November 17 meeting, saw many excellent lots of railroad material change hands.

A total of 30 bidders participated in the auction, which saw 92 lots of material offered for sale. At the end of the evening, a total of \$1,091.00 in railroad ephemera was sold, with the Chapter receiving a total of \$646.80 and sellers \$444.20.

# Willow Grove Park

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AMERICA'S SUMMER MUSICAL CENTER

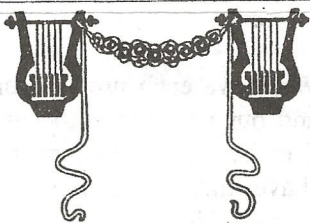
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ENJOYING WONDERFUL SUCCESS

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1896 TWENTY-EIGHTH 1923  
SEASON

Open May to September



The World's Most Famous  
BANDS AND ORCHESTRAS  
PRESENTED EACH SEASON

---

**MODERN AMUSEMENTS  
FIRST-CLASS RESTAURANTS**

(from *PRT Traveler*, Philadelphia Rapid Transit Company, 1923)

The Chapter expresses its appreciation to Members Joe Mannix, Bill Polk, John Schott and Bill Vigrass for their generous donations of items to be sold for the benefit of Philadelphia Chapter. Numerous other items came once again from the collection of the late Homer J. Stineman, whose family had turned much material over to the Chapter.

President Les Dean offered his thanks to Larry and Marie Eastwood, who handled the entire two-hour, 45-minute auction, for their efforts in providing a successful evening.





*(Editor's Note: This column was filed prior to the November 16 Acela Express press trip, which El Simon participated in. The special train from Washington to Boston operated well, arriving New York's Penn Station two minutes early, and Boston's South Station 10 minutes early. El Simon promises a complete report in our January issue.)*

The long-awaited introduction of Acela Express service was heralded by an invitation-only trip in November 16, an event to which I was invited. Such events are intended to bring a new service to the attention of as many potential "guests" as possible, with a wide variety of media representation, some not especially knowledgeable about Amtrak or the new trains.

Reporters for most publications, even some of those in the rail enthusiast field, do not cover developments with the detail that *Cinders* does, so a press kit prepared by the Northeast Corridor's Philadelphia office is distributed, providing information that isn't necessarily gleaned from numerous prior test trips.

The first Acela Express trainset to be accepted by Amtrak was actually the fifth example delivered, covered in a previous issue. Recently, the eighth trainset was delivered for acceptance testing, consisting of power units 2014 and 2019, and cars 3218, 3559, 3548, 3315, 3558 and 3416. By the time scheduled service begins in early December, Amtrak expects to have accepted a second trainset, so that the initial service will utilize two sets, alternating on one weekday roundtrip.

The next schedule enhancement should occur in early February, and will include a second Boston service, this one complementing the first train (mornings Boston-Washington and afternoons returning). A non-stop train between New York and Washington in less than two hours, 30 minutes is also planned.

A series of test runs had been scheduled in early November, both on the planned initial schedule and alternative paths. These included non-stop Washington-New York trips in two hours and 28 minutes and New York-Boston trips in four hours, 20 minutes, including a stop at Back Bay. With the introduction of Acela Express service will come the return of first class service to the Corridor.

Amtrak introduced a revised Northeast Corridor timetable, effective October 29, which not only incorporated many changes in current schedules, but was also designed to pave the way for the introduction of the Acela Express trains. This will necessitate a new timetable printing, presumably effective on December. We'll attempt to summarize the changes below.

Between Boston and Washington, many schedules have been speeded up and/or have added additional stops to lay the foundation for supporting the forthcoming limited-stop Acela Express trains. For instance, Train 173 has been deleted, replaced by Train 85 extended to operate from Boston. Train 163 has been discontinued from Boston, but new Train 193 takes its place

between New York and Washington. A new Acela Regional train, 177, has been added in the afternoon, over an hour faster than its predecessor service. Trains 179 and 169 have swapped numbers (so the Philadelphia train is now 179 and the Washington train 169) and the latter will soon become a faster Acela Regional trip. A new weekend Train 161 leaves Boston at 7:55 AM and New York at 1:10 PM. Weekend Train 163 replaces 135, with 165 replacing 175. Train 167 is now an Acela Regional train.

Going north to Boston, early morning Acela Regional Train 190 (192 weekends) makes the usual stops between New York and Boston. Train 170 replaces Train 130 and Train 172 is almost one hour faster. Train 86 now runs through to Boston, replacing Train 174, and Train 178 runs in former Train 148's slot between Washington and New Haven, then runs on to Boston via the Shore Line, arriving Boston just after midnight. Also, the **Twilight Shoreliner** is an hour faster, leaving Newport News later and arriving earlier in Beantown.

On weekends, Train 160 replaces Train 134, Train 162 replaces 172, 134 replaces 132, 194 replaces 94 and Trains 158 and 168 replace 178. Most trains to Boston are now all-reserved and the only unreserved trains are 142 and 145 (via Springfield), 175 (163 weekends) 181 and 165. Also unreserved northbound are Trains 172 (162 weekends), 178 (168 Sundays) and 144.

Through "all-electric" trains to and from Boston are Trains 190/192 (new), 170/160 and 132/134. Southbound, Trains 131, 191, 195, 177/167, 133 (weekdays) and 179/169 are electrically-powered. With the Boston trains largely converted to all-reserved trains, the number of equipment fluctuations has been drastically reduced. As best I can tell, only five coaches and three Capstone cars are added on weekends.

Between New Haven and Springfield, meanwhile, a new weekday roundtrip is added, with Train 485 leaving Springfield at 12:35 PM and Train 486 leaving New Haven at 4:25 PM. Train 472 now operates weekdays only. All 400-series trains are now shuttle trains, made up of two Amfleet cars with an F40 on each end (two trainsets are required).

Metroliner trains which run just ahead of New England trains skip New Carrollton station (to get out of the way of the following train), but others now add this stop. An 8:00 PM weekday northbound Metroliner is restored from Washington. Metroliner trainsets also protect several other trains, including Empire Service trains 283 (Saturday) and 288 (Sunday). Metroliner equipment also covers Trains 128 and 199 weekdays, and 152 and 199 Sundays.

Certain conventional New York-Washington trains have weekend replacements with different numbers on slightly different schedules. There is no 1:10 PM weekday trip from New York and no 8:10 AM from Washington for a while due to

(Continued on Page 4)



## ON THE SCENE (Continued from Page 3)

equipment constraints, and rescheduled Keystone Service trips protect the New York-Philadelphia segment of these slots.

Fifteen "Clocker" cars see weekend duty between New York and Washington. Deadhead Train 1152 brings eight cars off Train 627 and five off 633 back to New York. When they arrive at Sunnyside, the consist is split with six cars for 153 and nine for 155 on Saturday. The cars on Train 153 turn to Train 186 and the operate on Train 157 on Sunday. These cars deadhead back to Philadelphia on Sunday evening. The nine cars on Train 155 turn to 158 Saturday, then operate Trains 153 and 186 on Sunday, with those cars returning to Philadelphia that evening on a "Clocker".

Empire Service trains are slightly faster between New York and Albany. The eastbound **Maple Leaf** spends an extra 25 minutes at Niagara Falls (leaving Toronto earlier) while new customs and immigration facilities are completed.

Pennsylvania's Keystone Service contains some schedule changes but no additional service.

From the new National Timetable, we note that, if the **Skyline Connection** ever begins operation, it will be on a somewhat slower schedule than originally planned, arriving later and departing earlier at Chicago. Florida trains no longer offer movies in the lounge car, either.

As this column was prepared, the final Thanksgiving schedules hadn't appeared, but it was known that Amtrak planned to operate two types of extra trains over the holiday period. One series was to be made up of Amfleet food service cars and, in some cases, with working food service cars. Other trains will be made up of cars borrowed from commuter authorities, with all-reserved seating to assure seat availability (but with only four of the five seats in any row counted in a 3-2 car). Such trains, of course, have operated during prior holiday periods, but this time, they'll be clearly identified in schedules.

In some motive power items, the sixth remanufactured AEM-7, #920, was released from Wilmington shop on November 3. No word yet as to whether the new emblems have been applied.

Amtrak had received ten of the HHP-8 locomotives by the end of October. Units 653, 657, 660, 661 and 662 remain to be delivered. Four of the units have now been accepted, with the 656 turned over on October 20.

Amtrak's latest order for GE P42 diesel locomotives has started delivery, with the arrival of #123 at the end of October. Initially, the order was for 25 units with an option for 60 more, but it is understood that the option has been exercised. If all 85 units arrive, several groups of locomotives and cars will have to be renumbered, including 34 RTL Turbo units, eight former GO Transit GP40TC's and early F40's 203, 206 and 207. The 123 is the first diesel to appear in a new Amtrak livery, similar to the Acela scheme (blue and grey) but with the color separation a wavy line and the Amtrak logo and numbers in a dark blue.

Meanwhile, F40 329 was stored on October 5 and sister unit 313 stored October 9. At Los Angeles, Coast Rail Services provides switching service for Amtrak mail and express business with an EMD switcher numbered 1234.

The 95 Amfleet I cars completed in the Capstone overhaul program before suspension are basically limited to Acela Regional trains (and consists which turn with them), the **Vermont** and Tidewater trains. Most of these consists include six coaches, but a few have only four.

There were five cars remaining in progress at the end of Fiscal Year 2000, and, as of November 7, cafes 20130 and 20142 were still in the shop, coaches released included 82076 (ex-21674, 10-26-00), 82516 (ex-44669, 10-04-00) and 82519 (ex-44675, 10-09-00).

The "big daddy" of the Capstone-equipped trains is a set which is bulked up to seven coaches, two cafes and two business class cars. This equipment runs on Trains 132 on Friday and 191 Saturday (dropping three cars in Washington). Another 11-car consist operated on Train 134 Sunday and 131 Monday by adding the three cars set off Saturday to a "normal" six-car Capstone consist.

The fifth California Surfliner trainset was displayed at a high-speed rail conference in Richmond, VA recently. However, it was quickly needed in California to replace the first set, three cars of which were heavily damaged in a grade crossing accident between Los Angeles and Santa Barbara, with the consist running cab-car forward. Repairability of this equipment is unknown.

The traditional Intercity "charter" trainset this year was made up of Horizon cars instead of Superliners. As an example, a Cincinnati Railroad Club train on October 14 included Horizon coaches 54543, 54563, 54552, Amcafe 20006, Horizon coaches 54530, 54584, 54048 and full dome 9302. The train also included four privately-owned coaches and private varnish cars Pine Tree State, Vista Dome and Kitchi Gammi Club.

Meanwhile, the seasonal Seattle Seahawks football specials are made up of Horizon coaches 54046, 54071, 54500, Horizon café 53505, full dome 10030 and Horizon coaches 54505, 54060 and 54562.

Today, the New Haven-Boston route is electrified with two main tracks. In fact, it's easier to describe the tracks which aren't electrified. Currently, these are the controlled siding between "Pine" and "Orchard", track 3 between "Brook" and "Old Saybrook", track 4 between "Groton" and "Palmer's Cove" and "Hebronville" and "Holden", track 3 between "Thatcher" and "Holden" and track 3 between "Transfer" and "Cove".

The old three- or four-aspect signal system isn't flexible enough for today's high-speed trains. Systems now being introduced provide no less than ten aspects, described as Clear 150, Clear 125, Clear 100, Cab Speed 50, Cab Speed 60, Approach Limited 45, Approach Medium 45, Approach Medium 30, Approach 30 and Restricting 20, with the numbers equating to the speed which is permitted.

Finally, during November, the Canadian Railroad Historical Association's museum at Delson, Quebec, near Montreal, received a grant of almost \$11 million to expand its facilities. Included in the project is a twelve-track display building.

It's hard to believe another year is coming to a close, and I take this opportunity to wish each of you a Happy Thanksgiving, a Joyous Holiday Season and a Healthy, Successful 2001!



# More Philly Trip Nostalgia

By Joseph E. Boscoe




**SOUVENIR COUPON**

National Railway Historical Society, Inc.

**Farewell to Steam Excursion**

Via PENNSYLVANIA RAILROAD COMPANY

**SUNDAY, JUNE 3, 1956**

|   |                      |
|---|----------------------|
| SPECIAL TRAIN Leaves                    | Daylight Saving Time |
| Pennsylvania Station (30th Street)..... | 9:00 A.M.            |
| Bay Head, N. J. ....                    | 3:10 P.M.            |

Adult's Ticket \$5.00 (Including Federal Tax)

My first Philadelphia Chapter trip was a "Farewell to Steam" excursion on the Pennsylvania Railroad on Sunday, June 3, 1956. While the special originated at 30<sup>th</sup> Street Station, I boarded at North Philadelphia. While awaiting the arrival of the special, a local freight passed by with a dead K4s (with NO tender) sandwiched between two refrigerator cars. I remain puzzled to this day as to how a coupler might have been installed in the drawbar area of the K4, whose number had been painted out, obviously destined for the scrapper.

Our GG1-powered NRHS train arrived shortly and took us to Rahway, NJ, where K4s #830 was coupled to the rear of the train and took us down the New York & Long Branch to Asbury Park. Most of the passengers then boarded buses for a trip to the Pine Creek Railroad, where that group had a short stretch of track along a major highway. In later years, of course, this equipment was moved to Allaire State Park near Farmingdale.

Following our visit to the Pine Creek, buses took us to Bay Head Junction where a quantity of K4's were laying over for the weekend. There was plenty of time to walk through the yard, photographing the PRR steam as well as CNJ diesels (mostly Fairbanks Morse power). Some fans seeking exercise (and perhaps photos) even walked completely around the loop at Bay Head. As I recall, the K4 pulled us back to South Amboy, where, following an engine change, we returned to Philadelphia via Jamesburg and Monmouth Junction. The fare: \$5.00 (including Federal tax)!

*Souvenir Coupon*

**NATIONAL RAILWAY HISTORICAL SOCIETY**

**AUTUMN LEAF RAIL TOUR TO**

**MAYBROOK, N. Y.**

**SUNDAY, OCTOBER 14, 1956**

VIA RCO — CNJ — L&HR — L&NE Lines

|                                       |                |
|---------------------------------------|----------------|
| Special Train Leaves                  |                |
| Reading Terminal                      |                |
| 12th & Market Sts., Philadelphia..... | 8:45 AM D.S.T. |
| RETURNING LEAVES                      |                |
| Maybrook, N. Y.....                   | 3:00 PM D.S.T. |

ADULT'S IDENTIFICATION CARD  
\$7.50  
(Including Federal Transportation Tax)

**353**

My second Philadelphia Chapter trip was the Autumn Leaf Rail Tour to Maybrook, NY on Sunday, October 14, 1956, which has received previous mention, having been a 15-car train hauled by Fairbanks Morse Train Masters 861 and 863. The

weather was spectacular and the fall foliage gorgeous, with the leaves in northern New Jersey at their peak fall colors.

Departing Reading Terminal at 8:45 AM, we traveled the Bethlehem Branch to Bethlehem, crossing the Lehigh Valley mainline (and the Lehigh River) to the CNJ. With the two FM's having run around the train, we proceeded east along the CNJ to Easton, where we crossed the Delaware River to Phillipsburg, NJ and onto the Pennsy's Bel-Del for the short trip to Belvidere, where we entered Lehigh & Hudson River Railway rails all the way to Maybrook.

As we entered Maybrook yard, a pair of L&HR Alco RS3's were departing with an Allentown-bound freight train. There was an assortment of New Haven power at the engine house, including Alco FA/FB units, some relatively new GP9's and a couple of Lima switchers working the hump. In mid-afternoon we were treated to a visit by an A-B-B-A F3/FT combination New York, Ontario & Western lashup, and at departure time, we passed some Erie Geeps waiting for entry into Maybrook yard.

The sun began to set (literally and figuratively) for our return trip over the Lehigh & New England through New York and New Jersey. We crossed the Delaware River into Pennsylvania at Portland, PA about dusk (today, a bridge pier still stands on the Jersey side of the River). By the time we came through Pen Argyl it was dark and difficult to see any activity at the shop or roundhouse area. Our train continued to Bender's Junction and turned south to Bath and Bethlehem and the CNJ connection. Once again, the two Train Masters ran around the train and we crossed back to the Reading for our return to Philadelphia via Quakertown and Lansdale. (I visited this area on October 28, 2000, confirming that the 15-stall roundhouse still stands, with the turntable still in place. Both are accessible from PA Route 512. The shop buildings are a few hundred yards further west, and are on private property.)




**SOUVENIR COUPON**

National Railway Historical Society, Inc.

*Apple Blossom Special*

Via PENNSYLVANIA RAILROAD COMPANY  
and WESTERN MARYLAND RAILROAD

**SUNDAY, MAY 5, 1957**

|  |                      |
|--|----------------------|
| SPECIAL TRAIN Leaves                           | Daylight Saving Time |
| Philadelphia (Penna. Station - 30th Street) .. | 8:00 A.M.            |
| Wilmington .....                               | 8:32 A.M.            |

ADULT'S TICKET \$11.00  
(Including Federal Tax)

**381**

On May 5, 1957, I rode the Chapter's "Apple Blossom Special" to Winchester, VA. Our Pennsy GG1-powered train sped us to Baltimore, where a pair of Western Maryland Alco RS3's took over and growled their way up to the summit of the Catoctin mountains through Thurmont to Highfield. A photo stop was held at Pen Mar overlooking the spectacular Cumberland Valley. Once in Hagerstown, we moved past the WM engine facilities, hosting quite an assortment of locomotives, including a visiting set of Bessemer & Lake Erie F7's in an A-B-B-A lashup.

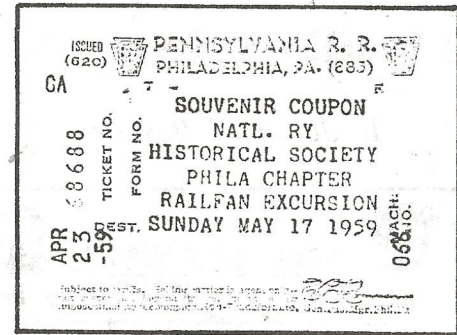
I believe at Hagerstown we lost our WM power, with PRR E8's #5903 and 5887 leading us through the West Virginia panhandle to Winchester, VA. I don't remember the "apple"

(Continued on Page 6)



**More Philly Trip Nostalgia** (Continued from Page 5)

festivities, but I certainly recall watching the E8's run around the train and, with some other fans, locating Baltimore & Ohio Fairbanks Morse H16-44 #6707. The return trip to Hagerstown was uneventful except for seeing Norfolk & Western GP9's which had recently replaced steam on the Shenandoah Valley line, and a few PRR Alco RS11's at the joint N&W/PRR engine terminal. Our train continued north on the PRR Cumberland Valley route to Harrisburg, where I believe we left the E units behind in favor of a GG1 for the quick return to Philadelphia.



*Souvenir Coupon*

**NATIONAL RAILWAY HISTORICAL SOCIETY**

**AUTUMN LEAF RAIL TOUR TO**

**NEWBERRY JUNCTION, PA.**

SUNDAY, OCTOBER 6, 1957

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VIA READING COMPANY

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**SPECIAL TRAIN LEAVES**  
Reading Terminal  
12th & Market Sts., Philadelphia..... 8.00 AM D.S.T.

**RETURNING LEAVES**  
Newberry Junction ..... 4.05 PM D.S.T.  
Williamsport ..... 4.15 PM D.S.T.

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**ADULT'S IDENTIFICATION CARD**  
\$9.50  
(Including Federal Transportation Tax) **111**

Philadelphia Chapter's annual "Autumn Leaf Rail Tours" were popular, and the 1957 version on Sunday, October 6 took us to Newberry Junction, PA via the Reading's Catawissa Branch. The weather was cloudy, rainy and foggy, and the fall colors were thus subdued. Reading FP7's 904 and 905 headed our train, and most fans on board were disappointed at the lack of New York Central power at Newberry. One fan was even more disappointed when the NYC Police confiscated his film! The return trip was through Sunbury and Shamokin, and it was one of those outings where Mother Nature just didn't cooperate.

As I recall, we left the "Corridor" at Monmouth Junction, traveling via Jamesburg and South Amboy, returning to the main at Rahway. Since GG1's were not yet running on the New Haven, we changed motive power at Penn Station in New York, and rode the Hell Gate route to New Haven.

We transferred to buses for the short ride to the Branford Trolley Museum, and, because the association was relatively young, their collection of equipment and trackage were not as extensive as they are today. Everyone enjoyed a ride or two on the trolleys, after which we returned to New Haven station, with time permitting observation of some freights going to and from Cedar Hill yard, plus a few passenger trains. Plenty of high-speed travel was incorporated into this trip.

*Souvenir Coupon*

**MID-SUMMER CRUSADER TRIP**

*Featuring Lebanon & Tremont Branch*

SUNDAY, JULY 19, 1959

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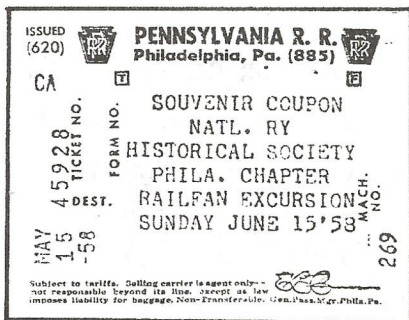
VIA READING COMPANY

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Special Train Leaves Reading Terminal at 10:15 A. M., D. S. T.

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FARE \$10.25, including Tax, Dinner and Gratuities



On June 15, 1958, we operated a trip to New Freedom, PA via Baltimore. A GG1 took us to Baltimore, where we exchanged motive power for a pair of PRR E8's, traveling over the Northern Central, making a lengthy stop at New Freedom, PA. The Stewartstown Railroad had an industrial locomotive displayed at the interchange. Departing New Freedom, we continued through York to Enola, proceeding slowly through the yard for viewing purposes, after which we crossed Rockville Bridge for the return to Philadelphia, following an engine change at Harrisburg.

On May 17, 1959, we operated to New Haven, CT. The train originated on the upper level of 30<sup>th</sup> Street Station, where a bronze plaque was affixed to GG1 #4800 ("Old Rivets") commemorating the locomotive's 25<sup>th</sup> anniversary. The Philadelphia Chapter-prepared plaque was mounted under the engineer's (Roy Jones) cab window.

A second 1959 trip I rode was on Sunday, July 19, 1959 on the Reading Crusader equipment. Tickets were limited to the five-car capacity of the train, and the fare was \$10.25, which included tax, dinner and gratuities! Departing Reading Terminal at 10:15 AM, we ran north through Jenkintown to Oreland, then traveled the Plymouth Branch to Conshohocken. Many heads were turned as we crossed Bethlehem Pike in Flourtown and Germantown Pike in Plymouth Meeting! We then rode via the Main Line to Reading and worked our way into the southerly coal fields via Port Clinton. The return trip included a photo stop at Jonestown, PA, near Indiantown Gap Military Reservation.

We joined the Lebanon Valley at Lebanon, and made a fast return trip to Reading Terminal, where a new window was waiting to replace a broken pane incurred from a protruding rock on a sharp rural branch curve. At the time of the incident, we were moving at reduced speed, and there were no injuries.

Because it was still an honorable thing to do in those days, I enlisted in the Army some two months later, and thus this was my last NRHS trip of the 1950's. The Reading Company, of course, started the famed Iron Horse Rambles in October, 1959 and the rest is history. My service time was up in September, 1963, meaning I had missed most of those wonderful trips.



## Steamtown Announces 2000 Winter Holiday Program Schedule

Gearing up for yet another full schedule of seasonal programs and special events, Steamtown National Historic Site in Scranton will raise everyone's holiday spirits this year again with the return of **The Polar Express** and **Festival of Trees** during the month of December.

From Sunday, December 10, 2000 through Friday, January 5, 2001, visitors to Steamtown are invited to revisit memories of seasons past with a stroll through Steamtown's **Festival of Trees**, featuring more than 60 festively decorated Christmas trees as well as live seasonal musical entertainment throughout the museum complex. Individuals and organizations alike have been invited to participate in this annual tradition with all proceeds benefiting Toys for Tots. The 2000 theme is *Pride in our National Heritage*, designed to ignite a spark of creativity and renewed holiday spirit, bringing warmth to the cold winter nights.

Also during the holiday season, Chris Van Allsburg's festive and heartwarming Christmas tale, **The Polar Express**, comes to life at Steamtown. The reading of the story, which appropriately features a magical Christmas Eve journey to the North Pole on a steam-powered train, is sure to captivate young audiences as they ride through Steamtown's own winter wonderland while feasting on cookies and sipping hot cocoa. Santa, his elves and helpers will all be there to ensure that each child receives a very special memento of this delightful evening visit to the North Pole.

The children's picture book, **The Polar Express**, which is available for purchase at the Steamtown Museum Shop, will set the stage for this fascinating program, featured Sunday, December 10 through Wednesday, December 20. Tickets are available at \$8.00 per person (age one and above) and all children must be accompanied by a responsible adult. All ticketholders are invited to visit the **Festival of Trees** and tour the Steamtown Museum Complex at no additional charge during this special holiday event.

Reservations and telephone ticket purchases are available by contacting Steamtown at 570-340-5203 or 888-693-9391. Potential visitors should note that because of high demand and limited seating, reservations are strongly recommended. No exchanges or refunds will be honored except in the event of program cancellation due to inclement weather.

Because of the special holiday programming, Steamtown National Historic Site's hours of operations will be modified, with the Park open 9 AM-9 PM Sunday, December 10, 9 AM-8 PM Monday, December 11 through Thursday, December 14, and 9 AM-9 PM Friday, December 15 through Wednesday, December 20. The park is closed December 25 and January 1.

Members may want to make a day of it and visit Scranton and Steamtown during the Christmas holiday season and take part in rail-related holiday festivities.

**Frank Tatnall is on an extended vacation through the end of November. His column, PHILADELPHIA EXPRESS, Will resume in January, 2001 Cinders.**

## A Letter to Philadelphia Chapter, NRHS

*(Philadelphia Chapter, NRHS supported Intermediate RailCamper James S. Johnson of Millbrook, AL by paying his airfare from Alabama to Scranton so he could participate in the 2000 session. Baltimore and Southeast Louisiana Chapters contributed toward his tuition, thus enabling Jim to benefit from the experience.)*

August 4, 2000

Dear Philadelphia Chapter, NRHS,

Thank you for your contribution for my airfare to get me to Intermediate RailCamp 2000.

I had a great week full of learning (and dirt). It was fun having a chance to go back and do more and learn further. I will be sending photos as soon as they are developed.

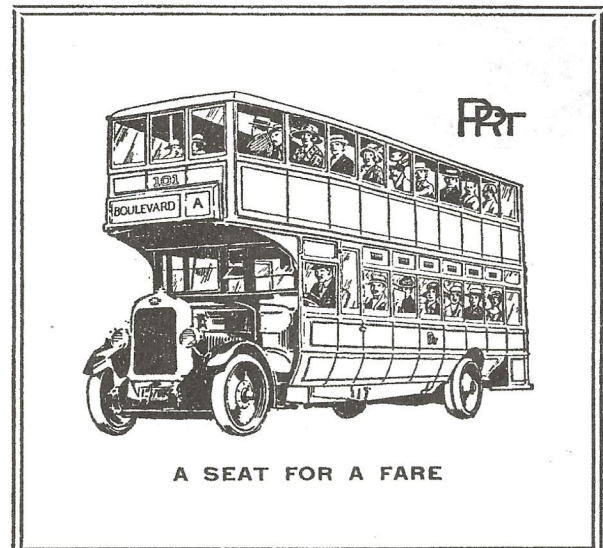
During the week I had the chance to cut the tubes out of the Baldwin Locomotive Works 0-6-0 #26; also, I worked on removing, sanding and painting roof panels off the Jim Crow combine car; on Friday, I got to run the Nickel Plate GP9 #514, used radios to switch some cars and then practiced using hand signals.

The curriculum was excellent and the hands-on learning was very effective. Please keep on sending people to RailCamp so they can learn what I have.

Again, I appreciate the contribution very much.

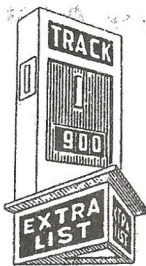
RailCamper,

James S. Johnson  
4980 Sycamore Dr.  
Millbrook, AL 36054



(from PRT Traveler, Philadelphia Rapid Transit Company, 1923)





NOVEMBER 24-JANUARY 28, 2001: "The Trains of Christmas" display, sponsored by Hagerstown Roundhouse Museum, at 300 South Burhans Blvd. (US Route 11), Hagerstown, MD, Fridays, Saturdays and Sundays only, 1-5 PM. Admission: \$3.00 adults, 50 cents children (12 and under). For information, telephone 301-739-4665.

DECEMBER 2-3: Annual Holiday Train Show at historic Music Pier, Boardwalk & Moorlyn Terrace, Ocean City, NJ, 10 AM-5 PM Saturday, 11 AM-4 PM Sunday. Model trains of all gauges, operating displays to be featured. Parking available. For information, telephone 609-525-9300.

DECEMBER 3: Holiday excursion from Baltimore, MD to New Oxford, PA and return, sponsored by B&O Railroad Museum. Train will leave B&O Railroad Museum at 8 AM, returns 6 PM, allowing passengers to participate in New Oxford's holiday celebration, including some 500 antique dealers. For fare and reservation information, telephone the B&O Railroad Museum at 410-752-2465.

DECEMBER 9-10: Greenberg's Train Show at Fort Washington Expo Center, 1100 Virginia Drive, Fort Washington, PA, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: adults \$6, children (6-12), \$2, Scouts in uniform admitted free. For information, telephone 215-641-4500, or visit website at [www.greenbergshows.com](http://www.greenbergshows.com). Philadelphia Chapter will be represented with a table at this show.

JANUARY 6-7, 13-14, 2001: Chelton Hills Model Railroad Club Open House at 8000 Old York Road, Elkins Park, PA (in old Reading Ogontz station), 12 Noon-4 PM. Admission by donation. For information, telephone 215-635-9747.

JANUARY 6-7, 20-21: GATSME Lines Model Railroad Club Open House in basement of New Horizons Montessori School, Prospect & Madison Avenues, Fort Washington, PA, 12 Noon-4 PM both days. Admission by donation. For information, telephone 215-646-2033.

## Grade Crossing Accident Ties Up SEPTA R3

A grade crossing collision between SEPTA R3 West Trenton Train 4372 and a small black compact car tied up all rail traffic on Monday evening, November 13. The accident occurred at Township Line Road, just north of "CP-Wood" at 5:20 PM, when the car, carrying three occupants who were not seriously injured, had possible gone around the gates and flashing signals, which were working.

All traffic on the line was held up until the automobile could be removed. The four-car train, consisting of Silverliner IV MU's 339, 338, 135 and 136, moved on to West Trenton under its own power about 7:02 PM, apparently undamaged. Other trains, including the first push-pull set on #6374, were held south and were permitted to move through the area at restricting speed as each block cleared.

—Elliot Engels

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