

CINDERS

JUNE 2000



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Volume 61

Newsletter of the

Number 6

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

MEETING NOTICE:

FRIDAY EVENING, JUNE 16, 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 (\$4.00 after 6 PM)

Our June 16, 2000 meeting will feature a series of professional 16mm sound films from the NRHS Film Library here in Philadelphia, with films selected and projected by Chapter Member Burt Eisenberg, an NRHS Library volunteer. The first film, *Vanishing El*, is an 11-minute, color and sound piece showing a southbound trip on New York's Third Avenue El. Second to be shown will be *Railroad Signals of the New York Central*, a 22-minute black-and-white, sound film produced years ago by the NYC. Third will be *Steam People*, the popular 25-minute color-and-sound Norfolk Southern production on the conversion of Class A 1218 from a park display to a working locomotive. After a short break, a 30-minute color, silent film, *Traction Highlights* will be screened, showing views from the Laurel Line, West Penn, Fairmount Park Trolley, Butte Anaconda & Pacific and others.

The last meeting of this season begins with our usual sit-down dinner in the Eakins Lounge, Alumni Hall, beginning at 6:15 PM, at a cost of \$19.00 per person. **DINNER RESERVATIONS ARE MANDATORY, AND MUST BE MADE BY TUESDAY EVENING, JUNE 13, 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.**

Summer Dinner Planned for August 18

Philadelphia Chapter's annual summer dinner is schedule this year for Friday, August 18. Once again, Senior Vice President Les Dean will plan an event at a well-known restaurant convenient to rail transportation.

Details will appear in the August issue of *Cinders*, scheduled to be published in the first week of August.

NATIONAL RAILWAY HISTORICAL SOCIETY
PHILADELPHIA CHAPTER, INC.
Post Office Box 7302, Philadelphia, PA 19101-7302

CHAPTER OFFICERS

President.....	Douglas W. Watts (610) 259-4226
Senior Vice President.....	Leslie J. Dean (610) 586-7294
Vice President & Treasurer.....	Charles E. Van Reed (215) 646-2247
Secretary.....	Marie K. Eastwood (215) 947-5769
National Director.....	Frank G. Tatnall, Jr. (610) 688-5623
Historian.....	Larry A. DeYoung (908) 788-7895
Editor.....	R. L. Eastwood, Jr. (215) 947-5769

COMMITTEE CHAIRS

Equipment.....	Robert F. Morris (610) 543-8010
Membership.....	Sheila A. Dorr (610) 642-2830
Program.....	Leslie J. Dean (610) 586-7294
Publicity.....	Vacant
Sales.....	Dave Kopena (215) 441-8092
Trip (temporary).....	R. L. Eastwood, Jr. (215) 947-5769

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.

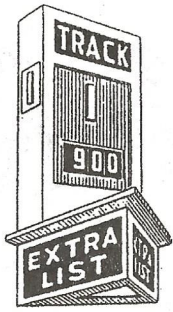
EXCHANGE COPIES SHOULD BE SENT TO: R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

NO *Cinders* IN JULY!

Please note that there will be no issue of *Cinders* published during July. The next issue will be mailed in early August.

Telephone Line Set Up for Stamford Convention

For those planning to attend the NRHS national convention in Stamford, CT, July 12-16, the host Western Connecticut Chapter has established a telephone information hotline. The number is 877-476-9367 and it is now operational. Questions regarding the convention or ticket availability may now be obtained by calling this number.



JUNE 15-17, 2000: "The Railroad in the New Millennium" seminar presented by Pennsylvania State University, Penn State Alumni Association and Altoona Railroaders Memorial Museum at Penn State Erie, the Behrend College, Erie, PA. Program includes tour of General Electric locomotive plant, railroad films, rail theme picnic hosted by noted Dining Car Authority James D. Porterfield, and lectures. Among the speakers are Shortline Owner Richard D. Robey; Bill Schafer, director corporate affairs for Norfolk Southern and Railroad Consultant (and Philadelphia Chapter Member) Gary Landrio. Full tuition per person with single accommodations: \$380; with double accommodations \$360; without accommodations \$305. For information, telephone Donna Harpster at Penn State Altoona Continuing Education at 814-949-5722 (FAX 814-949-5314).

JUNE 17: "Molly Maguires" special train from Port Clinton to Mahanoy City, PA and return, via Reading & Northern Railroad, sponsored by Schuylkill County Visitors Bureau, using RBM&N Budd RDC's. For information, contact Schuylkill County Visitors Bureau, 91 S. Progress Ave., Pottsville, PA 17901-3087 (telephone 800-765-7282).

JUNE 17-18: Railfan weekend at Western Maryland Scenic Railroad, Cumberland, MD, including round-trip excursions to Frostburg behind Baldwin 2-8-0 #734, photo runbys and night photo sessions. Tickets are \$100 per person, including two box lunches and buffet dinner. For information, telephone WMSR at 800-TRAIN-50 (E-mail: trainmaster@wmsr.com).

JUNE 18: Mini-trips on Reading & Northern Railroad from Tamaqua, PA as part of Tamaqua Summer Festival, using diesel-powered coach train. For information, contact Tamaqua Historical Society, 118 West Broad Street, Tamaqua, PA 18252-1917.

JUNE 18: "Day Cape Codder" diesel excursion from Boston to Hyannis, MA on Cape Cod, via MBTA's Old Colony line and Buzzards Bay lift bridge, sponsored by Mystic Valley Railway Society. Train leaves South Station at 8 AM, returns about 8:30 PM. Fare: \$65 per person, includes lunch and harbor cruise. Order tickets from: Mystic Valley Railway Society, P. O. Box 365486, Hyde Park, MA 02136-0009. For information, telephone 617-361-4445.

JUNE 21: Public comment meeting on the draft Fiscal 2001 Transportation Improvement Program (TIP) for the Delaware Valley, sponsored by Delaware Valley Regional Planning Commission, at Upper Moreland Township Building, Council Room A, 117 Park Avenue, Willow Grove, PA, 4:30-7:30 PM. The draft TIP identifies over 500 transportation projects totaling \$3.8 billion for the Pennsylvania five-county region, of which \$2 billion covers transit projects for SEPTA. The TIP is required for all projects intended to use Federal funds. For information, telephone DVRPC Public Affairs at 215-238-2875. The entire document may be reviewed on DVRPC's website (www.dvrpc.org).

JUNE 24: "Make-Your-Own-Sundae Dessert Train" on Reading & Northern Railroad, sponsored by Reading Company Technical & Historical Society. Train departs Temple (PA) station 6:30 PM for ride to Hamburg and return, with stop at Leesport, where you can make your own ice cream sundae. Fares: Adult

\$11, children 4-12, \$6, family \$32 (two adults and two children). Order tickets from: RCT&HS Passenger Operations, P.O. Box 15143, Reading, PA 19612-5143, making checks payable to RCT&HS and enclosing stamped, self-addressed envelope. For information, telephone Jay Zimmerman at 717-336-4168.

JUNE 24-25: "Sea Train Excursion" at the Earle (NJ) Naval Weapons Station, sponsored by United Railroad Historical Society. Passengers will ride in 1950's-era coaches behind U.S. Navy locomotives over government railroad from Earle Station to Leonardo pier near Sandy Hook, NJ and return. Train departs at 9 AM each day, with photo stops scheduled. Fares: \$35 adults, \$25 children. Order tickets from: URHS, 112 Hill Top Lane, Neshanic Station, NJ 08853-4148, specifying preferred date 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.

JUNE 25: 22nd annual Canal Festival at Hugh Moore Park, Easton, PA, 11 AM-6 PM, sponsored by National Canal Museum. Featured attractions include boat rides on restored section of Lehigh Canal, regional arts and crafts, musical entertainment, living history encampment and food of all kinds. Admission: \$7 per car for on-site parking. For information, telephone 610-559-6613.

JUNE 30-JULY 2: "Reading Railroad Days" at Railroad Museum of Pennsylvania, co-sponsored by Reading Company Technical & Historical Society. Hours: 9 AM- 6 PM Friday and Saturday, 11 AM-5 PM Sunday. Tours of Reading equipment, oral history presentations and huge operating model railroad will be featured. Regular admission charges apply. For information, telephone 717-687-8628.

JULY 1: New Hope & Ivyland Railroad begins special train service between SEPTA station at Warminster and Wycombe, PA, weekends only through October. Trains leave Warminster at 10:30 AM, 12:30 and 2:30 PM for two-hour round-trip. Fares: \$12.95 adults, \$11.95 seniors, \$6.95 children (2-11). Sunday brunch train leaves Warminster Sundays at 10:30 and 12:30, with all-inclusive package of train ride and meal priced at \$38.95 adults, \$24.95 children. For reservations and information, telephone 215-862-2332 (Internet www.newhoperrailroad.com).

JULY 11-16: "New Haven Rails 2000" NRHS national convention at Stamford, CT, sponsored by Western Connecticut Chapter. Convention features several excursions, museum visits, tours, night photo session, "YouthRail", and the annual banquet. Headquarters hotel is the Stamford Marriott. For tickets and further information, write: New Haven Rails 2000, P. O. Box 1188, Southport, CT 06490-1188 (telephone 877-476-9367).

JULY 11-16: Washington, DC Chapter's luxurious Pullman sleeper-buffet-lounge car Dover Harbor will travel from Washington, Baltimore and Philadelphia to Stamford, CT and return for NRHS national convention. For schedule, fares and reservations, contact Washington, DC Chapter NRHS, c/o Henry Bielstein, 13425 Reid Circle, Fort Washington, MD 20744-6522 (telephone 301-292-9592 or E-mail to pullmanhb@erols.com).

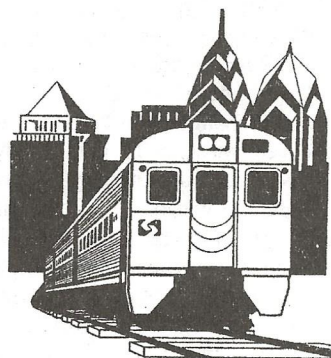
JULY 14: Mixed freight and passenger train on Black River & Western Railroad departs Ringoes, NJ at 10 AM. Train will perform regular freight work as well as photo runbys. Fare: \$25 per person, with box lunch available. Advance reservations

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PHILADELPHIA



FRANK G. TATNALL, JR.



SEPTA REGIONAL RAIL

A \$42-million renovation of the dingy Suburban Station concourse was announced last month, in a cooperative effort between SEPTA and U. S. Equities which currently manages the commercial space in the station area. Upgrading of the busy below-street-level concourse has been discussed for some time (see August 1999 *Cinders*), but now SEPTA General Manager John K. Leary, Jr. has a firm plan to convert Suburban Station into "a bright, modern retail gateway for center city Philadelphia." Among the features of the new Suburban Station will be a glass-enclosed atrium-style headhouse. Work on the project will begin this fall, and be completed in four years.

By mid-May all ten of the new Bombardier push-pull coaches were in service, with two trains composed entirely of the 2550-series cars (except for the requisite cab cars). While they are now operating mostly on the R5 Paoli-Thorndale service, the plan is to shift most of the new cars to R3 West Trenton and R7 Trenton service, because PennDOT provided the money to buy them for \$1.3 million each. The intent is to provide an alternative for I-95 commuters when PennDOT begins major rebuilding work on that congested highway later this year. The State also has funded parking lot expansions at stations such as Cornwells Heights, Trevoise and Neshaminy Falls in Bucks County to accommodate more rail riders. PennDOT issued a colorful brochure touting the convenience of the 1,600-space park-and-ride lot at Cornwells Heights, which has direct access from I-95.....Modernization of the signal system on the R3 Neshaminy Line (former New York branch) between Jenkintown and Neshaminy Falls should be completed this summer.

In its 12-year capital program SEPTA has proposed to spend \$302 million for 70 to 100 new electric MU cars, to replace the aging Budd Silverliner II's and St. Louis Silverliner III's. The Fiscal Year 2001 capital budget includes \$500,000 for initial engineering work. The cars to be acquired "will incorporate current technology and proven components, along with enhanced passenger amenities." In light of SEPTA's decision to adopt METRO-NORTH-style MU's for the proposed Schuylkill Valley MetroRail operation (see May *Cinders*), that design could be a precursor for the replacement cars as well.....As of mid-May, a total of 12 Silverliner IV married pairs and six single cars were wearing the new red, white and blue striping.....SEPTA will reissue its R5 and certain other Regional Rail timetables on June 4, with the others to change in August.

Thursday, May 25 was one of those days on SEPTA Regional Rail. An electrical fire in R3 West Trenton train #313 disrupted the morning rush hour at Suburban Station. Dense black smoke forced evacuation of the area for over two hours, although trains continued to operate through the station without stopping. Later that morning a pantograph on another train tore down the catenary just outside of 30th Street Station, causing delays throughout the system through the evening rush.....SEPTA plans to install public address systems at 14 Regional Rail stations this summer, including Trenton, Daylesford and three stations in Delaware.....Those CONRAIL GP38 locomotives seen recently at SEPTA's Overbrook shop were there to receive wheel truing. The Conrail Shared Assets shop in Camden does not have a wheel machine.....SEPTA is constructing full-length high-level platforms at Colmar and Link Belt stations on the R5 Doylestown Line.

SEPTA will purchase 18,000 gallons of Electra Gel Plus compound, to be applied to the railheads during the fall slipper rail season. Former LONG ISLAND "power pak" unit #615 has been acquired for use on the gel-dispensing work train (see May *Cinders*).....SEPTA will construct a sound barrier at the West Trenton yard, to help alleviate neighbors' complaints of train noise (which will increase when a push-pull set(s) begins to lay over there).....A recent issue of *Metro* spotlighted the architectural firm of Dan Peter Kopple & Associates, which has helped design numerous SEPTA facilities. Among those mentioned were the restoration of the R8 Allen Lane station, as well as Overbrook, Radnor and Strafford on the R5 West, all historic buildings. DPK&A also designed the future Frankford Transportation Center and rehabilitation of the 70-year-old Allegheny and Erie-Torresdale stations on the Frankford elevated.....A \$538,000 grant has been approved under the Federal TEA-21 program for restoration of the 1885-vintage Wayne station on R5 West. This is in addition to a \$160,000 grant from the Pennsylvania Historical & Museum Commission and \$185,000 raised by the Wayne Station Historic Preservation Association (PRRT&HS).



SEPTA TRANSIT

SEPTA held public hearings last month on both its \$778.6-million operating budget and \$485-million capital budget for Fiscal Year 2001, beginning this July 1. The operating plan specifies that current service levels will be maintained with no increase in fares—a calculated risk because the Transport Workers Union contract on the City Transit Division expires in March 2001. Other transit labor agreements also expire next year. Among the largest items in the FY 2001 capital budget are \$52.8 million for reconstruction of the Market Street elevated structure, \$50 million for the Schuylkill Valley and Cross County Metro projects and \$40 million for vehicle overhauls. The \$485 million represents a 19-percent increase over the \$406 million which SEPTA anticipates

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PHILADELPHIA EXPRESS

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spending for capital projects in FY 2000, while the operating budget of \$778.6 million is 1.7-percent higher than in the current fiscal year.

While SEPTA expects the State to provide up to 48 percent of its capital funding, one source of that funding is threatened by the recent deregulation of electric utilities in Pennsylvania. That has allowed utilities such as Peco Energy to substantially reduce their tax payments into the Act 26 Public Transportation Assistance Fund, which has already cost SEPTA upwards of \$25 million in dedicated funding during FY 2000. Unless the Legislature decides to make up this shortfall out of the General Fund—considered unlikely in this session—SEPTA may be unable to issue revenue bonds because its annual debt payments of about \$40 million are secured by the Act 26 payments.

April was a good month for SEPTA, producing a surplus of \$829,000 after subsidies. Passenger revenues were \$23.5 million or 2.8 percent better than budget while operating expenses of \$61.1 million were 0.4 percent worse than budget. Average daily “linked” (one-way) ridership of 752,000 was on budget, 5.2 percent higher than in April 1999 and highest for the system since 1995. In April, 37 percent of all trips were made with TransPasses or TrailPasses, which have overtaken tokens as the preferred fare instrument for SEPTA riders. Regional Rail trains carried 101,000 weekday riders, 4.6 percent above budget and five percent higher than last April.

The three-member blue-ribbon panel investigating SEPTA’s handling of the case of the boy whose foot was mangled in a subway station escalator (see January, February, May *Cinders*), filed its report in late April. The three panel members were highly critical of the “culture of complacency” in SEPTA’s Legal Department, which it said “made a series of mistakes” in supervising the outside counsel in the court proceeding. In addition, SEPTA personnel “conducted inadequate and uncoordinated investigations” which “left SEPTA open to charges of a cover-up.” The panel took SEPTA to task for filing a “meritless claim of negligent supervision” against the victim’s mother, angering the jury which initially awarded \$50 million to the plaintiff. It also recommended several steps that SEPTA management should take “to avoid a repetition of the series of mishaps that led to the adverse verdict,” which ultimately was settled for \$7.4 million.

The report failed to recommend any personnel changes in the Legal and Safety Departments, but SEPTA Board Chairman Pasquale Deon told the *Inquirer* that “I am a little blown away that things are as bad as they are.” He said that he had instructed General Manager Leary to present the board with an “action plan” which will address the recommendations contained in the report. SEPTA has put together a management program for its escalators and elevators, which includes \$31 million in the 12-year capital program for escalator replacement. Additional mechanics will be hired, three of the worst units replaced this year and six more next year—including two 40-year-old escalators at the 30th Street Regional Rail station.

After several weeks of suspense, on May 26 Leary announced a major reorganization of the Authority, with the creation of six new divisions. Details of the shake-up were not yet available as *Cinders* went to press. But one known casualty was

SEPTA’s longtime general counsel and past board member, G. Roger Bowers, 70, who retired as head of the much-criticized Legal Department. Several other lower-ranking employees were also terminated or disciplined, in the wake of the escalator scandal. One current board member and former SEPTA manager, Robert Wooten, was quoted in the *Inquirer* as saying that the changes were “a reaffirmation that he (Leary) is in charge.”

The \$1.6-billion MetroRail plan embraced by SEPTA management for the Schuylkill Valley Metro project (see May *Cinders*) will go before the SEPTA board at its June 22 meeting. If both the SEPTA and BARTA (Reading-area) boards officially designate MetroRail as the preferred alternative, then the project can move forward. No doubt many changes will be made to the proposal, such as rethinking the headways of 15 minutes during peak periods and 30 minutes off-peak for both the King of Prussia and Pottstown-Reading services, and the wisdom of electrifying all the way to Reading. Assuming approval, the next step will be completion of the draft Environmental Impact Statement in October 2000 and the final EIS in late 2001. Much work will also need to be done in lining up the Federal, State and local financing for the huge project. SEPTA’s current timetable calls for starting construction in 2003 and operations in 2007, but many affected communities want to see the service much sooner than that.

Mayor Street’s plan to build a new Phillies baseball park north of the Vine Expressway between 11th, 13th and Noble Streets would mean elimination of the old Route 23 trolley track in 12th Street. But there is the opportunity to reroute the track to provide rail service between center city and the stadium site. Also to be removed would be the remains of the old railroad viaduct leading to Reading Terminal—unless this too were rebuilt to allow direct Regional Rail access to the site.....SEPTA will spend \$300,000 over three years for about 250 steel poles to replace present poles on various trolley and trackless trolley routes.....SEPTA’s police force of 240 male and female officers comprises the fifth largest police department in Pennsylvania (*Metro*).....The *Inquirer* in its May 10 editions carried a large feature article entitled “Trolley heaven” on San Francisco’s tourist trolley operation, emphasizing that many of the PCC cars there were acquired from SEPTA. Ed Springer, who arranges trolley charters on SEPTA, is quoted as saying that it is “very impressive what San Francisco has done with our trolley cars (but) when you have 13 million visitors a year, you have something going for you.” As to whether Philadelphia could emulate the City by the Bay, Springer said “there are so few cars left. If it’s going to happen, someone’s got to bite the bullet and do it soon.”

SEPTA plans to issue a series of specialty passes for various events this season. These include “JamPass” for the “Jam on the River” musical event at Penn’s Landing over the Memorial Day weekend (\$17 for admission and unlimited one-day travel on the SEPTA system); the “Liberty Classic DayPass” for the First Union Cycle Series June 2-4, costing \$7 per day; and special Anywhere Passes for the Republican National Convention in late July and early August (\$7 for a one-day pass and \$25 for a nine-day pass).....The Sunday *Inquirer* of May 21 carried an article by its architecture critic on “Garage City,” spotlighting the trend toward building new parking garages in center city and the difficulty of handling the added volumes of auto traffic on Philadelphia’s narrow streets. The availability of alternate public transit service is mentioned, although the absence of late-evening service on many routes means that theatergoers and diners from the suburbs often have no alternative but to drive.

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PHILADELPHIA EXPRESS

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AMTRAK

AMTRAK reissued its national timetable effective May 21, but reportedly the Northeast timetable will not be reissued until sometime this summer, depending on the start-up of Acela service.....Total AMTRAK revenues in the January through April 2000 period reached \$638 million, an eight-percent gain over the same period a year ago. Ridership in the period was up 3.4 percent—seven percent in April alone. Amtrak's mail and express business took in revenues of \$40 million, a 35-percent increase from the previous year.....Through the first six months of FY 2000 (October 1999 through March 2000), NortheastDirect trains carried 2.5 million passengers on 7,604 total trips, while Metroliners carried 1.2 million passengers on 4,367 total trips. The Metroliners actually showed an average profit of \$1,100 per train, while NortheastDirect trains produced an average loss of \$14,800 per train, according to AMTRAK figures.

The U.S. Postal Service's "Celebrate the Century Express" is on the rails again this year. The gaudily-painted train, pulled by AMTRAK P42 #100, is intended to hype the sale of postage stamps as part of a two-year USPS promotional campaign. It is currently in the West, but by late summer will be in our area. Details of display locations on the East Coast have not yet been released, but reportedly the train will visit the Philadelphia area, also appearing at Steamtown in Scranton near or on the Labor Day weekend.....AMTRAK has begun the second phase of a campaign to clean up the trash littering its right-of-way in Northeast Corridor cities and to remove unsightly graffiti, in preparation for the launch of Acela Express service later this year. Teams of employees work each zone and police are concentrating on these urban "hot spots".

A ten-alarm fire in the Holmesburg section of Philadelphia on Saturday, May 20 forced a shutdown of AMTRAK's Northeast Corridor mainline and paralleling highway I-95 for nearly three hours. The blaze, which also disrupted SEPTA's R7 Trenton service, destroyed a block-long warehouse.....On Monday, May 8, AMTRAK suspended service between Philadelphia and Washington for four hours, after the locomotive of Metroliner 108 pulled down the catenary just north of Baltimore. Fourteen trains were cancelled but Amtrak provided some substitute bus service.....The internal AMTRAK study which led to Amtrak's ambitious plan for service expansion (see El Simon's column in April *Cinders*), also recommends that Amtrak offer an economy sleeper service on long-haul trains, in addition to its conventional first class sleepers (NARP).

AMTRAK has begun work on its Harrisburg mainline to upgrade the railroad for the promised 90-minute service between Philadelphia and Harrisburg. In April a track-laying machine began installing welded rail and new ties on the #2 track between Middletown and Harrisburg (Harrisburg Chapter).....A late summer 2000 groundbreaking is planned for the Harrisburg International Airport station on the AMTRAK mainline between Middletown and Harrisburg (Harrisburg Chapter).....In spite of rumors to the contrary, AMTRAK has not yet begun retiring its aging fleet of E60 electric locomotives. They are to be replaced by

the new HHL high-speed units (Jersey Central Chapter).....AMTRAK plans to improve its 800-USA-RAIL telephone reservation system by adding speech recognition capabilities, so that customers can obtain information simply by speaking into the phone rather than using the touch-tone keypad or waiting for an agent. More than 32 million calls are received on the toll-free line each year.



CSX NS OTHER ROADS

CSX reportedly will retire E8A passenger locomotives #4021 and 4022 that it inherited from CONRAIL, currently stored at Huntington, WV. CSX now uses two F40's leased from AMTRAK to power its office car specials (Pottstown & Reading Chapter).....Still struggling with widespread service problems, CSX last month issued a five-point plan designed to measure improvements in such areas as cars on line, average train speed and road locomotive utilization (*Traffic World*).....Surface Transportation Board Chairwoman Linda Morgan has sharply criticized CSX for failing to achieve a "sustainable level" of service improvement since it took over a portion of the CONRAIL system last June (*Weekly Rail Recap*).....CSX and the Federal Railroad Administration have come to an agreement as to how CSX will correct the inadequate track conditions which FRA inspectors recently found on major portions of the CSX system, as reported in May *Cinders* (Baltimore Chapter).....CSX is leasing 50 additional SD40-2's from First Union Rail, rebuilt by Alstom in Montreal. Bearing FURX reporting marks, the units are painted in the familiar First Union Bank shade of green (Tampa Bay Chapter).

CSX has reported first quarter 2000 net income of \$29 million on revenues of \$2.2 billion, a 61-percent drop in net from the same period in 1999. CSX Chairman & CEO John Snow called the year "a great disappointment." Meanwhile, NORFOLK SOUTHERN reported first quarter net income, excluding a special early retirement charge, of \$14 million on revenues of \$1.5 billion, an 88-percent decrease from last year (*Weekly Rail Recap*).....G. W. (Bill) Schafer, director corporate affairs for NORFOLK SOUTHERN in Philadelphia, has been a principal spokesman for his railroad since the CONRAIL takeover last year. But, according to an article by Wes Vernon in the *High Green* newsletter, Schafer has a long history as a railfan dating back to the late 1970's and early 1980's when he was active in Potomac Chapter NRHS and Chesapeake Division RRE in the Washington area. He had originally hired on the Southern Railway in the days when it was headed by W. Graham Claytor, Jr. Still a member of Potomac Chapter, he spoke before the Washington, DC Chapter's annual banquet in April to talk about his career and NS's recent difficulties in digesting its part of CONRAIL. "We underestimated the complexity of absorbing Conrail," he said. "We believed too much of our own publicity."

CANADIAN PACIFIC has discontinued the St. Lawrence & Hudson name which has been used for its eastern operations, including the DELAWARE & HUDSON (Harrisburg Chapter).....Buckingham Valley Trolley Association was hopeful that operations could begin over the Memorial Day weekend on the new trolley line at Steamtown in Scranton. Ex-

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Amtrak issued its new National Timetable effective May 21 (Northeast Corridor schedules are scheduled to change effective July 9). Some highlights of the new schedule include the **Sunset Limited** operating earlier eastbound, but later westbound. For the first time in recent memory, the dining car will remain open 24 hours daily and even serve breakfast on arrival at Los Angeles.

The **Texas Eagle** will operate daily between Chicago and Texas, leaving westbound out of the Windy City almost an hour earlier. The former Friday departure from Chicago through to Los Angeles will now operate Wednesday, and the eastbound through LA-Chicago train will depart the City of Angels on Friday, arriving Chicago Sunday. Because the Union Pacific uses directional routes through part of Texas, passengers destined for Marshall and Longview southbound will use a connecting bus to reach those two points.

The **Crescent's** planned extension and split from Meridian, MS to Fort Worth, TX via Jackson, MS will apparently occur later this summer. Also along the route of the **Crescent**, the 1913-vintage station at Lynchburg, VA is being restored in a project to complete a new intermodal transportation facility.

Between Philadelphia and Chicago, Amtrak claims that sleeping car passengers on the **Three Rivers** do not receive free meals, but reports indicate they do receive vouchers for use in the café car. At a date to be announced, Amtrak will add the **Skyline Connection** between Chicago and Philadelphia (and eventually New York). Westbound Train #45 will depart 30th Street at 1:05 AM, arriving Pittsburgh 9:05 AM and Chicago 6:47 PM. Eastbound #46 will depart the Windy City at 1:30 PM, Pittsburgh 12:58 AM, with arrival at Philadelphia at 9:08 AM. A Viewliner sleeper will be carried (taken from the **Lake Shore Limited**) and food service will consist of whatever type car the Intercity SBU can locate. The **Cardinal** will operate about 40 minutes earlier in each direction, and, of course, the offshoot **Kentucky Cardinal's** schedule will be adjusted accordingly.

At some point during the summer, the **Silver Star** will be extended north to become a through train from Boston to Florida via the Inland Route through Springfield, MA, and it will operate about 30 minutes earlier, northbound. This may become part of a major realignment of Florida service which will see rerouting of some trains over the Florida East Coast Railway.

In some Midwest adjustments, Hiawatha Service trains 332 and 341 will be extended to Fond du Lac, WI at a date to be announced. Michigan Service trains 350 and 355 are discontinued between Dearborn and Pontiac (soon to be extended from Dearborn to Toledo). These two trains will carry the automat car formerly assigned to the **Pere Marquette**. Trains 352 and 353 will be discontinued between Detroit and Pontiac, as well.

In the West, the San Diegan train name has passed into history. All trains will carry the name of the new cars being delivered, Pacific Surfliner, with the first set of equipment scheduled to debut on June 1. Summer service will again be restored this year to San Clemente Pier, CA. Los Angeles-San Diego service is presently made up of six Horizon/Amfleet and two California Car/Superliner trainsets. The latter two sets currently operate on Trains 769-782-589 Monday-Friday and Trains 769-782-599 Saturday and Sunday, with the second set running on Trains 566-577-580 Monday-Friday and Trains 568-577-590 Saturday and Sunday.

Other California adjustments find all San Joaquin trains making all stops. The Sacramento-Stockton bus connections will now stop at Lodi. Amtrak California bus service will be enhanced on several routes. Los Angeles-Las Vegas rail service is set to start sometime this year, but for now Thruway bus service has been expanded. At Seattle, WA, Amtrak will be constructing a new \$43 million maintenance facility to service Amtrak trains as well as the new Sounder commuter train operation between Tacoma and Seattle, which will be operated by Amtrak under contract.

Amtrak carried 1.7 million senior citizens last year who took advantage of discounts offered. However, that is still only eight percent of the Amtrak's total ridership, and the carrier has targeted AARP as a source of additional business. Amtrak recently participated in a major AARP event at Orlando, FL. If you are 62 or older, you are entitled to a 15 percent discount on most coach trains.

On July 4, Amtrak is expected to announce the travel industry's first satisfaction guarantee. Amtrak has put every one of its employees through an intensive training program as the corporation aims for a level of customer service previously unmatched. During the summer, we can anticipate the introduction of Acela Express service over the entire Boston-Washington route, once equipment problems are resolved.

Café menus on Northeast Corridor trains have been revised to include items such as entrée salads, garden salads and chef salads. I noted roast turkey and buffalo chicken wraps on the day I rode (and, yes, I do ride trains on occasion!).

At any point in time, a fleet of company business cars and privately-owned cars can be found on Amtrak trains, with the total number which may have operated over a year's time averaging about 140. Some cars are added as others drop off the list. Also, of course, the number of trips made by each car varies with the needs of its owner.

In some other notes, ridership increases have been noted in California's Capitol service (up 38 percent), the Cascades in Washington and Oregon (up 18 percent), Metroliner (up four

(Continued on Page 7)

ON THE SCENE (Continued from Page 6)

percent) and St. Louis-Kansas City (up six percent). Service on the latter route had to be extensively curtailed during May due to extensive flooding near Washington, MO, which caused major damage to Union Pacific's route between the two cities.

Mail and express revenues (not profits) are up 35 percent over the first four months of 1999. Respectable growth has been posted by the **Three Rivers** (up ten percent), **City of New Orleans** (up eight percent) and **Texas Eagle** (up 11 percent).

In motive power and equipment items, a fifth Acela Express trainset was delivered in early May, consisting of power units 2009 and 2020, plus cars 3207, 3305, 3409, 3541 and 3546 (one car short).

The first three AEM-7 electrics rebuilt as AEM-7AC's in service are the 916, 918 and 924. In the shop as of early May were the 901, 905, 918 and 920. Between January and April of this year, E60's 620 and 621 have been moved to storage from work train service, and HHL locomotives 652 and 655 have been delivered.

Diesel items find P42 #82 reactivated and now under repair. The F40 scene remains active, with the 250 converted to cab-baggage unit 90250. F40's 329, 332 and 334 have been restored to service, and 393 and 401 have been refurbished and placed back in service. Undergoing repairs at the present time are the 386, 397, 398, 404, 406 and 409. Units 360, 264, 266 and 269 have been rebuilt and leased to Bangor & Aroostook, with the 364 returned from BAR and stored. In the shop is the 376, which will go to BAR upon completion as its 462. F40's 213, 214 and 220 have been rebuilt to cab-baggage units 90213, 90214 and 90220 for the oft-delayed Boston-Portland service.

There is considerable Heritage Fleet activity, too, with baggage car 1193 being stored, along with MHC's 1440, 1462, 1469, 1535 and 1552.

Certain 1700-series baggage cars (converted from Heritage coaches) have been renumbered for U.S. Mail-only service. These cars include 1750 (ex-1713), 1751 (1719), 1753 (1722), 1753 (1723), 1755 (1725), 1757 (1728), 1758 (1729), 1759 (1737), 1760 (1739) and 1761 (1740). Two more cars will be done, with the 1724 becoming 1754 and 1727 to become 1756.

Heritage 10-6 sleepers leased to VIA Rail Canada are 2448, 2449, 2455, 2462 and 2463. Heritage dorm 2519 is stored due to wreck damage, and 10-6 sleeper 2892 was rebuilt to dorm 2524.

Viewliner sleeper 62040 has been stored due to wreck damage.

In some Amfleet items, café car 20044 has been stored, and café 20041, dinette 20238, full club 20977 and split club 48158 have all been stored as the result of wreck damage (enroute from the Pueblo, CO test program). Café 20029 moved from Pueblo, CO to Philadelphia for test train service, and dinette 20225 moved from Pueblo to Washington, DC. Meanwhile, coaches 21003, 21051 and 44958 moved from Pueblo testing to active revenue service. Coaches 21018, 21256 and 44184 go from stored to "under repair".

In some Amfleet II notes, coach 25005 goes from stored to under repair, while lounge 28020 is stored as the result of wreck damage. The 11th rebuilt Amfleet II lounge is 28021-Tampa Club. It will be followed by 28006. The 28009 was being overhauled at Bear at the beginning of May, so this will be another candidate to be named. I have not seen a list of names proposed for the remaining 14 cars, and in fact, Amtrak's route expansions may bring these cars to hitherto unseen locations such as Dallas, Fort Worth and Boston.

Amfleet upgrades to Capstone status during the first four months of 2000 included 82031 (ex-21125), 82035 (21612), 82036 (21613), 82038 (21180), 82039 (21614), 82040 (21615), 82041 (21617), 82042-82057 (21619-21634), 82503 (44618), 81506 (44720) and 85500 (48157). Of this series, the latest conversions outshopped are 82054 (ex-21631, 4/19); 82055 (ex-21632, 4/25); 82056 (21633, 5/05); 82057 (21634, 4/30) and the 85500 (48157, 4/17).

Yes, finally, we've seen an Acela Regional Amfleet café car, a year after the Capstone program first began. I had written about this project for *Railpace*, and was asked, at that time, not to discuss these cars. But now that the first car has been released, here are the details. The same window arrangement has been retained. Four windows are found on one side of the food service area, and three on the other. The reconfigured galley includes a snack bar facing the four-window end. In place of the former booth seating, each end has two-place crescent-shaped stools and oval-shaped tables designed for food consumption but not intended for long-term use (remember, coaches have outlets and pull-down tables for business use).

Through the years, on only a few "classic" streamlined cars were patrons separated from through traffic by a side aisle (Lackawanna's tavern-observations come to mind). Well, the rehabbed Acela Regional Amfleet café cars are the same way. As you enter the car from either end, you must curve to your right around a crescent-shaped waist-high partition separating the aisle from the tavern section.

Against the wall in each section are three small tables with a seat on each side. Along the aisle side are three similar tables. It looks like a total of 24 seats in all with room for two wheelchairs. As said, the car is not intended for long-term occupancy. Features of the new cars include a new galley configuration with all-new food service equipment, an ADA lavatory, space for Amtrak's Priority Packaging Unit, a conductor's office, new seating with tables, new freon-free HVAC systems, Railfone service accessible to challenged guests, electronic food-service message boards, audio and visual systems, an Amtrak Gifts and Accessories display cabinet, and electronic fare collection.

The prototype car was converted from club-dinette 48157. As this is equipped with push-pull trainlines, the car emerged as number 85500. The next examples at Bear do not have this feature and should emerge as 85000-series cars. These are former split clubs 20128, 20130, 20131, 20137 and 20142.

In some Superliner news, smoker coach 31533, sleepers 32094 and 32118, Sightseer lounge 33046 and a diner are all stored as the result of the derailment of Train 3 near Topeka, KS recently. Snack coach 35011 is stored, but sleeper 32092 and Sightseer lounge 33003 have been restored to service.

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Railroad Books in Area Libraries

By Rodger Fredrick

Atlantic City is a great place for a gambler, but if you are not a gambler, you might as well go home. However, the city does have a library. I ride the train to A.C. occasionally, just for the ride and, after lunch on one such trip, I decided to find the library and search the catalog. I located two books of interest to a railfan.

Since then, I have been visiting other libraries in the Delaware Valley to see what is available. Generally, I am looking for old, out-of-print or specialty books. The results follow in alphabetical order, starting with Atlantic City. Philadelphia is not included, as most railfans are probably aware of the city and university holdings.

The Atlantic City Library has two books that are worth perusing. First is *We Had a Shore Fast Line* by Mervin E. Borgnis. The second is *From San Juan to Ponce* by Jack Delano, the text of which is in English and Spanish. Our older members may remember the Shore Fast Line but how many have been to Puerto Rico? *From San Juan to Ponce* is a photo essay about the all-day train trip between the two cities; the photos are black and white only. This is the first book I have seen about the American Railroad of Puerto Rico.

Next, Camden is a quick ride over the bridge on PATCO; the library is a short walk from City Hall station. *Trolley Car*

Treasury is in their collection, but what I was really looking for was the report on the proposed Camden-Trenton Light Rail Line. It is in the reference section on the third floor. Look for *Special Study No. 2, Camden-Trenton Rail Corridor*, published in June 1996. It is spiral-bound, with about 150 pages filled with track charts, station designs, ridership projections, proposed car types, and bridge and track surveys. For aviation fans, they have *Lockheed Constellation* by Hardy, and for the steamboaters there is *Steamboat to the Shore* by Moss. The latter is about the New York-Sandy Hook services.

Trenton is where I found gold. First, they have *The Public Service Trolley Lines in New Jersey* by Ed Hamm. Although the book concentrates on Public Service, there is information on all the trolley lines in the state. For the Pennsylvania Railroad gang, there is *Down on the Old Bel-Del*, and for the steamboat enthusiast a book that is sure to bring back memories: *The Last Steamboats*, the saga of the Wilson Line. Fourth, another report on the proposed Camden-Trenton Line: *Final Environmental Impact Statement*. This is almost the size of a telephone directory, but there is much of interest for the fan.

Lastly, the Sellers Library of Upper Darby has *Pennsylvania Street Railways* by Ben Rohrbeck. This book covers every trolley company that operated in Pennsylvania.

I would appreciate hearing of other books of rail interest in the local library systems for an addendum to this article.

ON THE SCENE

(Continued from Page 7)

Amtrak's box car fleet is assigned to many long-distance trains, including Trains 1 (San Antonio-Los Angeles), 3-4 (Chicago-LA), 5-6 (Chicago-Emeryville), 7-8 (Chicago-Minneapolis and Portland), 11-14 (Los Angeles-Emeryville), 21-22 (Chicago-Dallas and San Antonio), 29-30 (Chicago, Toledo and Washington), 40-41 (Philadelphia-Chicago), 43-44 (Harrisburg and Chicago), 48-49 (Albany and Chicago), 58-59 (Chicago and New Orleans), 97-98 (Washington and Jacksonville), 300 (St. Louis-Chicago), 304-305 (Chicago and St. Louis), 851-852 (Chicago and Jeffersonville), and 332 and 341 (Chicago and Milwaukee). Box cars 71009, 71042, 71078, 71189, 71086, 71093, 71124 and 71126 have all been stored because of wreck damage, while 71125 has been restored to service.

Amtrak's RoadRailers are set for expansion in the coming months as new routes open up. For now, however, the trains and routes on which this equipment operates include Trains 3-4 (Chicago and Kansas City to Albuquerque and Los Angeles), 5-6 (Chicago and Denver), 7-8 (Chicago and Minneapolis or Seattle), 21 (Chicago and St. Louis), 40-41 and 43-44 (Chicago and Harrisburg or Philadelphia), 48/448-49 (Chicago and Albany or Springfield, MA), 89 and 92 (Jacksonville and Philadelphia) and 303 (St. Louis-Kansas City). CouplerMates for RoadRailer service now are numbered 5000-5019 and 5025-5059. Bogies now include 5200-5250 and 5500-5849 (except 18 numbers).

Long Island Rail Road's summer schedule to the Hamptons is similar to last year except that there is a through train from Penn Station on Fridays to Montauk (the 5:10 PM Speonk train is extended to Montauk on Friday evenings). The only deluxe service is now called the "Hamptons Reserve Car", running out Fridays on the **Cannon Ball** and returning Sunday evenings on Train 8707 leaving Montauk at 5:30 PM for Jamaica.

PHILADELPHIA EXPRESS

(Continued from Page 5)

Red Arrow cars 76 and 80, which once ran in BVTA's Delaware Avenue service in Philadelphia, will be the first cars in use at Scranton.....The Sunday *Inquirer* carried an article in its May 14 editions entitled "End of the line for the Reading." It reported that after 167 years the corporate vestige of the once-busy railroad will close its office in Philadelphia this summer. A West Coast lawyer has gained control of the company, sold off its remaining real estate holdings and invested the proceeds in a California-based firm known as Reading Entertainment Company.

Chapter Member Tom Moran has returned to Philadelphia as weekday afternoon host on Philadelphia radio station WPEN 950 AM. Several years ago Tom served as part-time host on the station known for its nostalgic music.....Pioneer Railcorp, the Peoria-based shortline conglomerate, will take over publication of *The Short Line*, the respected magazine of shortline news formerly edited by Garreth McDonald of Pleasant Garden, NC.....NJN, the New Jersey Public Television network, continues its two hours of weekly rail-related programming. The syndicated "All Aboard" documentary is broadcast on Sunday evenings, while "Tracks Ahead" is seen on Tuesday evenings along with the hour-long series "World Class Trains." NJN broadcasts on Channel 23 out of Trenton and is carried on several cable systems. Philadelphia's own PBS station, Channel 12, for some reason has never seen fit to carry these interesting shows.....At presstime, UNION PACIFIC had not yet confirmed that its luxurious executive train and trio of E9 locomotives will come to the Republican National Convention, as reported here last month. The convention begins in Philadelphia on July 31.

The Route of The Black Diamond

Between New York City and Buffalo, the Lehigh Valley Railroad follows a scenic trail through three States, offering one of the most picturesque and interesting daylight trips in the East.

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NEWARK Pennsylvania Station 802 Natl. Newark Bldg. Tel. Mitchell 2-7200 or Market 2-5500 PHILADELPHIA Reading Terminal North Broad St., Wayne Jct. 1506-08 Girard Trust Bldg. (or any Reading Company Agency) Tel. Rittenhouse 2815 or WALnut 6100

NEW YORK CITY Pennsylvania Station Any Railroad Ticket Office in New York or Brooklyn; Room 490, Penna. Station

For Information { Tel. LONgacre 5-4021 or PENnsylvania 6-5600

For Reservations—Tel. PENnsylvania 6-2000 (please ask for Lehigh Valley Pullman Reservations)



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LEHIGH VALLEY RAILROAD

With some space left over this issue, we thought you might enjoy a nostalgic look back at a Lehigh Valley Railroad brochure from February 9, 1942, showing train service between Hazleton, Mauch Chunk (now Jim Thorpe), Lehighon and New York and Philadelphia. While seats might be scarce in this World War II period, climb aboard for an imaginary ride through the coal regions of eastern Pennsylvania.

Schedule in Effect February 9, 1942

All Time Shown is United States Standard Time (War Time)

WESTWARD

	THE ASA PACKER Daily Ex. Sun. & Hol.	THE ASA PACKER Only Sun. & Hol.	THE BLACK DIAMOND Daily	No. 31 Sat. Only	No. 23 Daily Ex. Sat., Sun. & Hol.	THE JOHN WILKES Daily	THE MAPLE LEAF Daily	THE STAR Sun. Only	THE STAR Daily Ex. Sun.
Lv. New York, Penna. Sta.	7:55 AM	8:40 AM	11:35 AM	1:10 PM	4:05 PM	5:31 PM	6:50 PM	10:20 PM	11:45 PM
Lv. Newark, Penna. Sta.	8:10 AM	8:55 AM	11:20 AM	1:25 PM	4:20 PM	5:48 PM	7:08 PM	10:35 PM	11:59 PM
Ar. Easton	9:36 AM	10:24 AM	12:44 PM	2:56 PM	5:47 PM	7:19 PM	8:37 PM	12:02 AM	M 1:23 AM
Ar. Bethlehem	9:57 AM	10:40 AM	1:00 PM	3:16 PM	6:03 PM	7:35 PM	8:53 PM	12:25 AM	M 1:39 AM
Lv. Philadelphia, Reading Term. (Reading Co.)	8:05 AM	H 8:55 AM	11:15 AM	1:20 PM	—	5:40 PM	7:05 PM	10:25 PM	11:00 PM
Ar. Wayne Jct.	8:11 AM	H 9:01 AM	11:21 AM	1:26 PM	—	5:47 PM	7:11 PM	10:31 PM	11:06 PM
Lv. Jankintown	8:16 AM	H 9:06 AM	11:26 AM	1:32 PM	—	5:53 PM	7:16 PM	10:36 PM	11:11 PM
Ar. Bethlehem	8:25 AM	H 9:15 AM	11:35 AM	1:40 PM	—	6:01 PM	7:25 PM	10:46 PM	11:20 PM
Lv. Bethlehem	10:06 AM	10:45 AM	1:08 PM	3:20 PM	6:07 PM	7:39 PM	8:58 PM	12:36 AM	M 1:47 AM
Ar. Allentown	10:14 AM	10:56 AM	1:18 PM	3:30 PM	6:16 PM	7:50 PM	9:12 PM	12:46 AM	M 1:56 AM
Ar. Lehighon	11:08 AM	11:31 AM	1:50 PM	4:05 PM	6:51 PM	8:25 PM	9:46 PM	1:26 AM	M 2:28 AM
Ar. Mauch Chunk	11:26 AM	11:44 AM	2:03 PM	4:18 PM	—	8:42 PM	10:01 PM	1:47 AM	M 3:46 AM
Ar. Weatherly	11:59 AM	12:04 PM	2:29 PM	4:41 PM	—	9:10 PM	10:26 PM	2:00 AM	—
Ar. Hazleton	12:25 PM	12:30 PM	2:55 PM	5:07 PM	—	9:36 PM	10:52 PM	2:36 AM	—

EASTWARD

	No. 4 Daily	THE MAPLE LEAF See Note	No. 24 Daily Ex. Sat., Sun. & Hol.	THE JOHN WILKES Daily	THE ASA PACKER Daily Ex. Sun. & Hol.	THE BLACK DIAMOND Daily	THE ASA PACKER Sun. & Hol. Only
Lv. Hazleton	—	4:52 AM	—	8:20 AM	2:23 PM	4:33 PM	6:36 PM
Lv. Weatherly	—	5:16 AM	—	8:44 AM	2:47 PM	4:57 PM	7:00 PM
Lv. Mauch Chunk	—	—	—	9:14 AM	3:19 PM	5:35 PM	7:30 PM
Lv. Lehighon	—	4:55 AM	5:59 AM	7:05 AM	9:26 AM	5:48 PM	7:50 PM
Lv. Allentown	—	5:39 AM	6:37 AM	7:41 AM	10:03 AM	6:26 PM	8:28 PM
Ar. Bethlehem	—	5:42 AM	6:45 AM	7:49 AM	10:14 AM	6:34 PM	8:36 PM
Ar. Jankintown, Reading Co.	—	27:22 AM	8:57 AM	—	11:48 AM	5:39 PM	8:09 PM
Ar. Philadelphia, Wayne Jct.	—	27:32 AM	9:06 AM	—	11:57 AM	5:48 PM	8:18 PM
Ar. Philadelphia, No. Broad St.	—	27:37 AM	9:10 AM	—	12:02 PM	5:52 PM	8:22 PM
Ar. Reading Term.	—	7:45 AM	9:18 AM	—	12:09 PM	6:00 PM	8:30 PM
Lv. Bethlehem	—	6:00 AM	6:54 AM	7:53 AM	10:14 AM	6:42 PM	8:40 PM
Lv. Easton	—	6:21 AM	7:16 AM	8:11 AM	10:33 AM	6:44 PM	7:02 PM
Ar. Newark, Penna. Station	—	7:54 AM	8:49 AM	9:38 AM	12:04 PM	6:19 PM	8:29 PM
Ar. New York, Penna. Station	—	8:10 AM	9:05 AM	9:55 AM	12:20 PM	6:35 PM	8:45 PM

• Passengers to and from Hazleton Branch points change at Lehighon.
 HOLIDAY: Feb. 23.
 H On Feb. 23, use connection shown in preceding column.
 † Mondays only.
 ‡ Connection not available Feb. 23.
 † Daily except Sunday.
 M Daily except Monday.

§ Sundays only.
 NOTE: Connection from Hazleton and Weatherly runs daily except Sundays; daily service Mauch Chunk and Lehighon to New York and Philadelphia.
 X On weekdays, passengers for No. Broad St., change at Wayne Junction. On Sundays will stop at No. Broad St., upon notice to Rdg. Co. conductor.
 Z Will stop on notice to Reading Co. conductor.

Delicious, reasonably-priced dining and club car meals are featured on Lehigh Valley trains. For parlor car, club car and dining car equipment see complete timetable folder.

FOR VICTORY—BUY UNITED STATES DEFENSE BONDS



Service between Lehighon and Hazleton was with conventional equipment, of course, since Budd RDC's 40 and 41 (the former preserved at the Railroad Museum of Pennsylvania at Strasburg), hadn't yet been delivered. Note that dining and club car meals were available, and parlor car service was available on many trains. Motive power was steam, since this was before the beautiful Cornell red Alco PA's headed the Valley's trains.

EXTRA LIST (Continued from Page 2)

only. Order tickets from: BR&W Railroad, ATTN: Elizabeth Griswold, P. O. Box 323, Ringoes, NJ 08551-0323. For information, telephone 908-782-6622 (Internet www.brwr.com).

JULY 22: 9th annual "Rail to the Fair" excursion from Philadelphia and Wilmington to Delaware State Fair at Harrington, DE, via Amtrak mainline and Norfolk Southern Delmarva secondary track. Diesel-powered Amtrak train leaves 30th Street Station 9:05 AM, Claymont, DE 9:26 AM, Wilmington 9:39 AM, Newark 10:03 AM, returning to Philadelphia at 8:35 PM. There will be an extra-fare round-trip from Harrington to Frankford, DE. Fares range from \$22.50 (Harrington-Frankford) to \$67.50 (Philadelphia-Frankford), including admission to fair. For information and tickets, telephone Delaware Transit Corp. at 800-652-3278 or 302-652-3278.

AUGUST 12: 40th anniversary celebration of reopening of East Broad Top narrow-gauge railroad, Rockhill Furnace, PA, with special train and trolley operations, films and other events. For information, contact East Broad Top Railroad, P. O. Box 158, Rockhill Furnace, PA 17249-0158 (telephone 814-447-3011).

NH&I to Run Summer-Fall Service from Warminster

New Hope & Ivyland Railroad has announced that again this season it will operate weekend passenger trains from the SEPTA station in Warminster, connecting with R2 trains from Philadelphia. The diesel-powered operation will be similar to the service operated last year, except that the new service will turn back at Wycombe instead of at Lahaska.

Trains will leave Warminster station Saturdays and Sundays only at 10:30 AM, 12:30 and 2:30 PM, returning at 12:15, 2:15 and 4:15 PM. Fares are: \$12.95 for adults, \$11.95 for seniors, \$6.95 for children (2-11). A Sunday brunch package is offered in connection with the Wycombe Inn on the 10:30 and 12:30 departures for \$38.95 adults and seniors and \$24.95 for children. Reservations are recommended for the brunch service. Warminster station is located on Jacksonville Road north of County Line in Bucks County.

The trains will operate weekends from July 1 through October 29. For information, telephone 215-862-2332.

Genuardi's Tapes Assist Chapter Programs



The Chapter wishes to thank its many members and friends who have been saving Genuardi's Family Markets cash register tapes from their purchases. Genuardi's gives back some \$1.5 million annual to groups such as ours from redeemed tapes. Send your tapes to: Marie K. Eastwood, Secretary, Philadelphia Chapter, NRHS. P. O. Box 353, Huntingdon Valley, PA 19006-0353.

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