

CINDERS

MARCH 2000



Volume 61 Newsletter of the Number 3

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

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NOTICE OF ANNUAL MEETING & ELECTION

Notice is hereby given of election of Chapter officers to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society, on Friday, April 21, 2000, beginning at 7:30 PM.

Any member in good standing who is interested in serving as President, Senior Vice President, Vice President & Treasurer, Secretary or National Director may be nominated from the floor at the April 21 meeting. All incumbent officers have agreed to stand for re-election to office.

MARIE K. EASTWOOD
Secretary

EIGHT ENTRANTS TO SHARE RAY MULLER SLIDE CONTEST PRIZES

A total of eight entrants will share the prizes in the annual Ray Muller Slide Contest held at the February 18 Chapter Meeting. The full contest could not be held because Contest Manager Phil Mulligan was detained at a meeting at the Electric City Trolley Museum in Scranton, and never made the Chapter affair.

Chapter Senior Vice President Les Dean and Chapter Editor Larry Eastwood decided that since there were only eight entrants, they would each receive equal prizes of two rolls of film (one with processing) for their efforts. Recipients will be Roger Cole, Rodger Fredrick, Dave Kopena, Paul Kutta, Rob Mandeville, Art Milks, Lee Schultz and Roy Soukup.

Thanks to all who entered this year's contest, which was held in spite of less than favorable weather on February 18.

"Farewell to the Yellowbirds" on for March 12

As this issue of *Cinders* went to press, ticket orders were still being processed for the Chapter's trip with SEPTA's St. Louis-built Silverliner III MU cars on Sunday, March 12. The special train is scheduled to leave Philadelphia's 30th Street Station (Upper Level) at 9:55 AM, run express to West Trenton and return to 30th Street for a lunch/comfort stop. Photo stops will be made on all legs of the excursion throughout the day.

Following a lunch and comfort stop at 30th Street, the cars will venture to Elwyn and Thorndale, with photo stops where

MEETING NOTICE:

FRIDAY EVENING, MARCH 17, 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 March 17, 2000 meeting will feature Chapter Member Harold H. Geissenheimer, who will present a narrated slide program entitled *50 YEARS IN TRANSIT*, covering many of the properties Harold has been associated with throughout his long career in the transit industry. This program received high acclaim when recently presented to the Central Electric Railfans' Association in Chicago. Harold always provides interesting commentary to support his slide programs.

The evening begins with our usual sit-down dinner in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, beginning at 6:15 PM, at a cost of \$19.00 per person. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, MARCH 14, 2000 to Dinner Chairman Bill Gardiner at 215-632-7016. This is a STRICT deadline, and you MUST specify when ordering if you desire a fish dinner. Please call BILL GARDINER to make this reservation.

Looking forward to April 21, our meeting will feature a narrated slide lecture by Chapter Member J. William Vigrass on Toronto, with a view of this rail center before Skydome, the CN Tower and GO Transit. Mark your calendar and don't miss this program.

operating conditions permit. An afternoon comfort stop will also be made between the latter two legs of the trip, because these cars do not have restrooms. Passengers are reminded of this fact, and should plan their fluid intake according.

Tickets, at \$35.00 per passenger, are still available, and a flyer was included with the February issue of *Cinders*. Tickets may be ordered from: Ticket Agent, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, with remittances payable to PHILADELPHIA CHAPTER NRHS. A stamped, self-addressed envelope must be included. Ticket orders received after Monday, March 6 will be held for pickup on the day of the trip.

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

CHAPTER OFFICERS

President.....Douglas W. Watts (610) 259-4226
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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.

MEETING CANCELLATION ALERT!

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting night, Chapter officers will make a decision as whether to hold the scheduled meeting. If in doubt, members should call 215-947-5769 after 1:00 PM on the meeting day for a recorded advisory.

Chapter Webmaster Wanted

If you enjoy surfing the Internet to find railroad information as well as sending and receiving rail enthusiast news to and from your friends, then Philadelphia Chapter just might have a position for you. We wish to join the other NRHS chapters already having established websites. This will help bring our chapter into the computer age, remain competitive with other chapters and railroad groups, and keep our membership informed of other activities in our area.

Because Philadelphia Chapter is one of the largest and oldest NRHS chapters, it was felt that having a website would be a valuable addition to our Chapter's services and achievements. As a result, Membership Chair Sheila Dorr volunteered to research the features of ten other NRHS chapter websites and has made the following suggestions for a Philadelphia Chapter website:

1. Welcome to the Philadelphia Chapter, plus a brief history of our chapter. Include how our Chapter was started, as well as some of the significant achievements and milestones throughout our 64-year history.
2. Information about NRHS (include the goals of the Society, information on the *National Railway Bulletin*, yearly convention information, and membership dues.
3. Information on Philadelphia Chapter (include activities, Chapter meeting information, membership application, dues information.
4. Provide sample pages from recent issues of *Cinders*. Placing the entire newsletter on the website could possibly discourage potential members. However, inclusion of a portion of the newsletter would be enough to whet someone's appetite and make them want to join us.

5. Calendar of Events. Listing of significant events in the Philadelphia area, with emphasis on events that Philadelphia Chapter itself is sponsoring or involved in (Greenberg shows, for example). This could be a capsule summary of the "Extra List" which appears in each issue of *Cinders*, or perhaps the entire column.

6. Pertinent information on the Chapter's former Reading FP7 #903. This segment might include a brief historical background of the locomotive, a chronology of our restoration and preservation efforts over the past few years, trips where the locomotive has been and may be used, and how individuals may become involved in and support the ongoing restoration effort through donations of funds and time. A photo could be included, as well, to show the progress made.

7. Links to other transportation organizations in the Philadelphia area. Included could be SEPTA, Amtrak, CSX and Norfolk Southern, as well as the Strasburg Rail Road, Railroad Museum of Pennsylvania, New Hope & Ivyland, Wilmington & Western, Black River & Western, West Chester, Cape May Seashore Lines, Steamtown and similar rail entities.

The only thing needed now is a Chapter webmaster to implement this process! (While Sheila enjoys working with the Internet and securing information, she does not own a computer and thus is unable to volunteer.)

If you think you might be interested in becoming the Philadelphia Chapter webmaster, but are unsure how to proceed, you are urged to consult that portion of the NRHS website entitled "Guidance and Suggestions for Chapters Developing Websites" that NRHS Webmaster Jim Lilly of Washington, DC Chapter has developed. You are encouraged to visit the various NRHS websites as listed in a recent *National Railway Bulletin*.

Hopefully, this exploration will inspire you to want to spread the word about what Philadelphia Chapter is doing, and why we're doing it. You're then asked to contact *Cinders* Editor Larry Eastwood at 215-947-5769 for further information and guidance. Your position as webmaster for Philadelphia Chapter will earn you a monthly listing on the masthead of *Cinders* (as well as on the website) and the respect and admiration of our many members and friends nationwide who are interested in keeping our railroad heritage alive as well as keeping up-to-date on how we're doing it.



(EDITOR'S NOTE: Your editor has received a new computer system, and as a result, we will be trying some new typefaces on columns as the learning process progresses! Your comments will be welcomed. Elbert Simon's column this month is in a 14-point typeface known as News Gothic MT. What are your thoughts?)

YOU CAN LIVE BETTER ELECTRICALLY!

January 31 saw the introduction of electric service through to Boston and with it the introduction of the **Acela** Regional brand name. Some additional details of the new service follow.

Two round-trips are offered (one only on weekends). Numbered 130-133, each train consists of two AEM-7's, a former Metroliner café car (restriped to match) and a Business Class car. Except for the café car, all passenger cars are supposed to be refurbished Capstone cars.

Because trains don't "turn" at Washington, three sets of equipment are needed. Food service cars include five restriped cars noted last month plus 43358, released in February. (As an aside, the term "bistro" seems to have been discarded.)

It is the morning round-trip which operates only on weekdays. The equipment operates on a conventional train (Trains 12 and 163 Sundays). Power for the two round-trips are pairs of AEM-7's modified to operate over the 25KV section east of New Haven.

The first electric service to Boston allows 110 mph operation over several segments (MP 155-181), MP 190.5-226; of course, some curves along the way require speed reductions but here the electric's faster acceleration comes into play. (For the record, the lowest speed limits are 25 mph around New London and Providence stations.)

If you compare the best point-to-point times of the electric trains to the diesel-powered trains, there is an improvement of four minutes between Back Bay and Route 128, 10 minutes from the latter to Providence, 20 minutes between there and New London, and between 31 and 43 minutes in the section between New London and New Haven, depending upon direction.

What the Pennsylvania Railroad used to call a "phase break" is now referred to as "Dead Section" (or "D.S."). There are eight of these, separating areas of power supply along the route. There are tracks authorized for electric use in "secured routes". As noted last month, single-track segments include: View-Shaws Cove, Groton-High Street

(Westerly), Cranston-Providence. Initially, only four tracks (#7-10) were wired up at Boston's South Station.

As noted above, the first electric trips on the Boston route were slated for January 31, including the usual invitation-only train for media and politicians. Unfortunately, business commitments precluded any opportunity to ride that special (which only retraced the existing route).

But, I received word that Amtrak might do a dress rehearsal on Friday, January 28, and I could get that day off. Despite a "lake effect" snow squall, I got down to New York in time to catch Train #12, but at the time of boarding, it wasn't definite what would be on the head end east of New Haven. So, it was with an increasing sense of anticipation that we arrived to find 25KV-qualified AEM-7's 937 and 933 and---just in case---F40 #316 behind. So, with virtually no publicity, history was made that morning. Although I knew what to expect, it was still a thrill to look out at favorite curves to see two "meatballs" in the lead. As well, I have a photo of myself shivering in front of the 937 at the bumper post in South Station, taken by a friend who was able to make the trip, just to prove I was there!

All the news is not positive, however, for word that Amtrak's long-awaited introduction of **Acela Express** high-speed service has been delayed yet again is, of course, disappointing. Alas, it will likely be up to the lawyers to thrash out whether the consortium or Amtrak is at fault. The test program has come under criticism for apparent delays caused by the analyzing of one test's results before the conduct of a subsequent test. But this conservative approach was developed with the concurrence of the FRA to assure safety as testing was routinely reaching new speed ranges with new equipment---something akin to testing of a new aircraft model.

One possible remedy could be the temporary use of the new trains on current Metroliner schedules between New York and Washington while operation at higher speeds is worked out (and even this may require major rework, even new trucks). At least, this would "show the flag" and offer Amtrak's premier service its premier equipment. Meanwhile, full electrification can be completed to Boston and service could be increased by equipment released from Metroliner Service. Time will tell.

(Continued on Page 4)

ON THE SCENE (Continued from Page 3)

An annual event is the *Palm Beach Safety Patrol Special Trains* – Superliner trains which originate in Miami, load at West Palm Beach and run north to Washington. There were at least four trains operated in the latter part of January (earlier this year). Consist were two P42's, eight coaches, a sleeper (as a dorm), diner and nine more coaches. Following departure from Miami at 8:30 AM, arrivals were set at West Palm Beach at 10:25 AM, Lakeland 2:10 PM, Jacksonville 6:30 PM, Florence 12:25 AM, Richmond 6:15 AM and Washington at 8:30 AM. Of course, the trains sometimes ran a bit off the advertised. Southbound trains were due to leave Washington at 4:15 PM, two days later, with arrival in West Palm Beach at 1:15 PM the following afternoon.

Amtrak still hopes to expand Business Class service to additional Northeast Corridor trains, when cars become available. For now, with five split clubs in the shops for rebuilding to café cars, additional capacity is not available. As an aside, six food service cars returning from HHL testing at Pueblo, CO were recently damaged in a BNSF freight derailment at Palmer Lake, CO. These victims were Amcafes 20029 and 20041, Dinettes 20225 and 20238, full club 20977 and club-dinette 48158. Coaches 21203, 21051 and 44978, which had also been at Pueblo, left earlier and are being restored to revenue service at Washington.

Operational considerations can cause changes, but you can ride in club-type seats for a business class fare on the following trains: 12 (except Sunday), 86 (daily), 148 (daily), 170 (Sunday), 178 (except Saturday), 182 (daily), 85 (daily), 141 (Mon.-Fri.), 143 (Sat.-Sun.), 159 (Mon.-Fri.), 163 (exc. Sun.), 169 (exc. Fri.-Sat.), 187 (exc. Sun.), and 189 (Sun.). Metroliner full clubs can be found on Trains 192 (Sat.), 196 (Mon.-Fri.), 198 (Sat.), 181 (Sun.), 185 (Sat.) and 199 (Mon.-Fri.). Club dinettes in business class service will be found on Trains 55, 56, 66 and 67.

Requirements are six split clubs and four club-dinettes. Business class service on other trains is provided in 58-60 seat coaches (or 64-seat cars on **Acela Regional** trains). These trains require eight cars plus three on the **Acela Regional** trains. (*Empire Service* business class is provided in Amdinette cars.)

Capstone cars released so far in 2000 include: Coaches 82031 (ex-21125, 1/19), 82034 (21610, 1/05), 82035 (21612, 1/07), 82036 (21613, 1/13), 82038 (21180, 2/04 wreck rebuild), 82039 (21614, 1/26), 82040 (21615, 2/01), 82041 (21617, 2/14). Trainline coach 82503 was the former 44618, released on February 9. For the record, the last several 1999 cars were the 82032 (21611, 12/22), 82033 (21609, 12/29) and 82037 (21208, 12/21). Still, however, no food service cars have appeared.

The final sleeper-dorm to be rebuilt at Beech Grove was released January 22 as the 2524 entered service. The car was formerly 2892). However,

2518 and 2520 are still out of service from last summer's sideswipe accident in Florida.

The latest two rebuilt F40's for Bangor & Aroostook are the 458 (ex-360, 1/05/2000) and 459 (ex-264, 1/17/2000). At least two more units, 266 and 269, are being worked on at Beech Grove.

On January 25 & 26, a number of long-haul trains were cancelled due to decisions by CSX as a result of a major storm. Affected were trains south and west of Washington, DC.

The **Reno Fun Train** this year continues the practice of using Horizon fleet cars. Two or three F40's, eight coaches and two dinettes, full dome-lounge 10030 and leased lounge Royal Gorge are the usual consists.

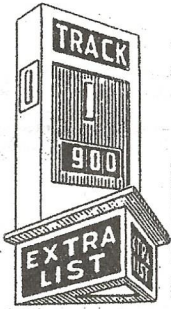
Amtrak has also announced a new program to encourage business through travel agents. Travelers will be eligible for a 10% discount on long-distance and certain short-distance leisure trips with a coupon redeemable only at a travel agency. In turn, travel agencies will be eligible for a higher commission rate for leisure travel bookings. Moreover, Amtrak has established a travel agency "help desk" and its sales force has targeted those agencies selling the most Amtrak travel.

Reports from Mexico indicate that there are only three mainline services in that country, all geared to tourist travel. There are two round-trips between Chihuahua and Los Mochis via the Copper Canyon, with two classes of service, a weekly **Tequila Express** between Guadalajara and Tequila and a weekend round-trip between Merida and Ezamal in the Yucatan. All in all, a far cry from the renaissance of the early 1990's.

VIA Rail Canada's new overnight **Enterprise** has been operating with two or three coaches, a club car, two Chateau-series sleepers and a Park-series dome-sleeper-observation. The train serves the important Montreal-Toronto market.

A visit to the Long Island Rail Road on February 18 disclosed that all of the diesel-powered trains had been converted to new locomotives and bi-level cars (at last!). Of the 134 delivered cars, 97 were needed to maintain the line. Apparently, six bi-levels are the maximum load for one locomotive, and all through trains to New York's Penn Station rate a dual-mode unit on both ends to prevent "gapping" in the third rail.

Through trains to New York include two Port Jefferson, one Oyster Bay and one Speonk train. The longest winter season trains were through trains 2737 from Speonk and 605 from Port Jefferson, each with eight cars, and the shortest was the Greenport shuttle, with two cars. I was the only passenger catching the latter at Medford, so you can be very sure that I stood in full view of the engineer. This was a long-awaited milestone, and it will be interesting to see how the LIRR handles the additional summer traffic.



MARCH 12, 2000: "Farewell to the Yellowbirds" excursion on SEPTA lines, using 35-year-old St. Louis-built MU cars in Philadelphia Airport paint scheme, sponsored by Philadelphia Chapter, NRHS. These cars are about to be restriped, losing their distinctive color scheme. Special train will leave 30th Street Station (Upper Level), Philadelphia, at 9:55 AM, returning about 5 PM. Photo and lunch stops are planned. Fare: \$35 per person. Order tickets from: Philadelphia Chapter, NRHS, P.O. Box 7302, Philadelphia, PA 19101-7302, enclosing stamped, self-addressed envelope and making checks payable to "Philadelphia Chapter NRHS". For information, telephone 215-947-5769, 7-10 PM.

MARCH 16: 19th annual Canal History & Technology Symposium at William E. Simon Center, Lafayette College, Easton, PA, sponsored by National Canal Museum. Subjects include the Molly Maguire trials, Mauch Chunk Switchback Railroad and construction of the Monocacy Aqueduct. Registration fee \$55 per person, payable to: National Canal Museum, 30 Centre Square, Easton, PA 18042-7773. For information, telephone 610-559-6613.

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

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

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

APRIL 1: 10th annual "Friends" symposium in Hall of Science Auditorium of Drew University, Madison, NJ, 9 AM-5 PM, sponsored by Friends of the New Jersey Railroad & Transportation Museum and United Railroad Historical Society. The theme will be "Departing for Phillipsburg", featuring 17 presentations on the statewide effort to create a New Jersey Transportation Heritage Center at Phillipsburg and to preserve historic transportation equipment. An auction of transport artifacts

will be held. Admission: \$35 per person, which includes a one-year membership in the Friends organization. Register with Thomas C. Hellyer, 1720 Orchard Avenue, Trenton, NJ 08610, making checks payable to "FofNJRR&TM". For information, telephone/FAX 908-464-9335.

APRIL 6: "Lehigh Gorge Crusader" special train over Reading & Northern's former Lehigh Valley mainline from Jim Thorpe to Pittston (PA) yard and return, sponsored by Jersey Central Chapter NRHS. Special train using Budd RDC's will leave Jim Thorpe station at 9 AM. Food will be available on board. Fare: \$35 per person. Order tickets from: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066-0700, enclosing stamped, self-addressed envelope.

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

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

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

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

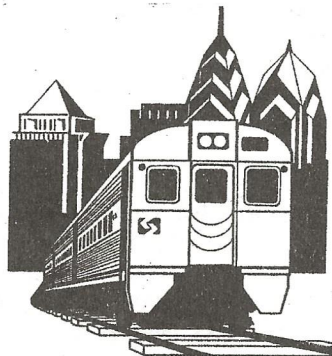
JUNE 3: Special train using restored ex-Reading FP7 locomotives over SEPTA lines, sponsored by Philadelphia Chapter NRHS. FP7's #902-903, owned respectively by Lancaster and Philadelphia Chapters, will power push-pull coaches in first use of these locomotives on SEPTA's Railroad Division since 1981.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

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PHILADELPHIA



FRANK G. TATNALL, JR.



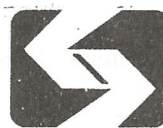
SEPTA REGIONAL RAIL

Around 6:30 AM on Monday, February 14, a Bombardier push-pull train was deadheading west from Frazer yard to turn at Thorndale as R5 Great Valley Flyer #9526. Suddenly, the crew noticed something wrong and the train was quickly halted near Exton station. Inspection revealed that a wheel on the cab car had suffered a stress fracture which, except for the quick action in stopping the train, could have caused a broken wheel and possible derailment. The wheel had to be changed out on the scene, which effectively blocked the #4 westbound track of AMTRAK's Harrisburg mainline for much of the day. Numerous delays resulted and, for a time, SEPTA operated buses between Thorndale and Paoli, while Amtrak ran trains in both directions over the #1 eastbound track. SEPTA quickly inspected all of its 35 push-pull cars, finding no other cracks but replacing some wheels. Bombardier delivered the push-pull equipment in 1986.

By mid-February, SEPTA had not received any kits for adding red, white and blue stripes to its fleet of MU cars. As a result, it is likely that Philadelphia Chapter's "Yellowbird" excursion on March 12 will have a pure set of yellow-striped St. Louis cars.....On February 14 SEPTA received #2551, the second of ten new push-pull coaches from Bombardier. It will probably not enter service until more of the new cars arrive.....DelDOT has been placing newspaper ads headlined "Don't wait until I-95 closes—Try the R2". With all southbound lanes of Interstate 95 to be closed in March north of Wilmington, commuters are being urged to use SEPTA service instead.....It's reported that the new R2 Churchmans Crossing station between Wilmington and Newark, DE will not open until May.

DVARP reports that funding has been obtained for a Regional Rail Improvement Study, aimed at increasing speeds and reducing travel time on SEPTA's Railroad Division. According to DVARP, SEPTA's commuter rail service posts an average train speed of 27 mph, the nation's slowest. The first phase of the study, to be conducted by the Delaware Valley Regional Planning Commission with the cooperation of SEPTA, will focus on the R5 Lansdale-Doylestown line, which now has a maximum track speed of 55 mph.....Work is underway on the \$8.7-million restoration of Chester Transportation Center, a.k.a. the 1903-vintage ex-Pennsy station building.....The vast 1,600-space parking lot at the R7 Cornwells Heights station is now averaging about 800 cars a day.

A bill introduced late last year in the U.S. House of Representatives (H.R. 3446 Transportation Reform Act) would tighten regulation of the railroad industry and respond to many shipper complaints of poor service. One interesting provision would give commuter railroads the same trackage rights access to freight railroads as now enjoyed by AMTRAK intercity trains. The railroads, of course, oppose the legislation.....NORFOLK SOUTHERN Chairman & CEO David R. Goode said at a Railway Age-sponsored conference last fall that "passenger trains deserve the same opportunity" as freight shippers "to become valued customers". "Passenger trains are going to grow in number with the population and they must co-exist," NS Director Strategic Planning William Schafer observed at the same meeting. These comments seem to indicate a growing tolerance of passenger operations by the freight railroads.



SEPTA TRANSIT

The front-page headline in the February 16 Daily News screamed "Trouble on the Tracks—SEPTA says it's fixed major defects in 8 new el cars." The lead story revealed that SEPTA inspectors found welding cracks in the bolsters of eight of 220 M4 cars supplied by Adtranz, plus a broken journal housing on one car. Chief Operations Office Patrick Nowakowski acknowledged the problem, saying that the cars had been immediately removed from service and the manufacturer notified. The cars in question were delivered about a year ago, and are still under a three-year warranty. The newspaper reported that a subcontractor, AAI, Inc. of Baltimore, had performed the welding on the trucks. The first M4 cars were delivered in early 1997 and the last in December 1999.

Even though SEPTA managed to settle the case of the boy injured on a defective escalator (see February Cinders) for far less than the jury award, the \$7.4 million it now must pay will affect SEPTA's bottom line for Fiscal Years 1999 and 2000. Because the interest payments are charged partly against last year's revenues, SEPTA has downgraded its FY 1999 results to reflect a \$2-million deficit instead of a small surplus. The rest will be charged against this year's budget.....SEPTA expects a three-percent increase in State operating assistance, from \$181.6 million this year to \$187.1 million in FY 2001 beginning July 1, 2000. SEPTA also anticipates \$155 million in capital funding from the State.....SEPTA's average daily ridership in January of 718,000 was 6.3 percent higher than in January 1999. Daily ridership on the Regional Rail lines topped 100,000, up from 94,000 in January a year ago. With 568,000 daily riders, City Transit Division bettered the year-ago figure by 6.1 percent. For the first seven months of FY 2000, the system's average daily ridership of 697,000 was 5.5 percent over the previous year's period, indicating that SEPTA continues its recovery from the disastrous 1998 strike.

(Continued on Page 7)

PHILADELPHIA EXPRESS

(Continued from Page 6)

In mid-February, SEPTA was still working to complete a contract for the purchase of 12 articulated, low-floor trolleys, part of the Girard Avenue Light Rail Project. The contract, which would carry an option for 60 additional cars, may go to the SEPTA board for approval in March.....SEPTA is considering the lease of several "cruiser-style" buses (like NJ TRANSIT's) for use on its Expressway Routes 124 and 125.....The first contingent of 155 new Neoplan articulated buses in the 7100-series are now in service.....SEPTA is seeking Federal funding for up to 60 new trackless trolleys.....A *Railway Age* survey shows that 816 new or rebuilt rail passenger cars were delivered in the U.S., Canada and Mexico in 1999, and at the start of 2000 builders enjoyed an order backlog of 3,745 cars.

SEPTA trolley Operator Gary Mason is at it again. The subway-surface driver, well-known for decorating his cars in holiday themes, appeared in a feature story in the *Metro* newspaper last month with Kawasaki "love trolley" #9080 decked out as a mobile valentine. Mason plans to decorate his car for the Flower Show, Easter, Halloween and Christmas as well.....Speaking of the Flower Show, set for the Pennsylvania Convention Center March 5-12, SEPTA once again will offer its "Bouquet Pass" for showgoers, but admission tickets will be sold separately. The next in its so-called "superticket" promotions will be a special four-day TransPass issued for the women's Final Four basketball tournament March 30-April 2 at the First Union Center. A \$7 good-anywhere Day Pass also will be sold.

Federal officials have authorized \$2.6 million for new transit services aimed at giving former welfare clients access to suburban job opportunities. But, according to an *Inquirer* report last month, money for the "Job Access" program is stalled in a morass of bureaucratic procedures, both in Washington and in Philadelphia. Not willing to wait, SEPTA has taken the initiative to set up six new or expanded suburban routes, advancing \$1.3 million of its own funds until Uncle Sam's cash is released.....Orbital Sciences Corp. has begun installation of a computer-aided radio dispatching system ("CARD"), which SEPTA will use to control all of its bus, light rail, maintenance and supervisory vehicle operations. Total value of the contract is \$30 million.....Motorola is expected to receive a million-dollar contract to equip SEPTA's Police Department with 275 portable radios, 20 mobile vehicle radios and associated equipment. Local newspapers have carried reports that SEPTA police cannot operate effectively because of their obsolete and inadequate radio system.....For three weekends in late February and early March, SEPTA performed major trackwork in the trolley tunnel, forcing the reroute of Routes 10, 11, 13, 34 and 36 to the subway station at 40th & Market.....A 21-year-old man was struck and killed by a Route 101 trolley near the Drexel Hill station early on February 15.



AMTRAK

In his proposed budget for Fiscal Year 2001, President Clinton requested \$989 million for AMTRAK, representing the full amount authorized by Congress in the Amtrak Reform & Accountability Act of 1997. This amount includes \$521 million required for continued operations during the year—a \$50-million

reduction from last year's appropriation—and \$468 million to be used to develop high-speed rail corridors throughout the nation. Last year, a bipartisan group of 27 governors wrote the President, calling for full funding. Now it will be up to Congress to decide the actual appropriation.

In January, the watchdog AMTRAK Reform Council issued a report highly critical of Amtrak in several areas (see February *Cinders*). The Council further contended that Amtrak will not be able to meet its Congressionally-mandated goal of operational self-sufficiency by the end of FY 2002 because it does not include such factors as depreciation costs in its operating expenses, as required by "generally accepted accounting principles". Amtrak fired back, contending that Congress never intended it to include such expenses, which do not require an outlay of cash. Federal Railroad Administrator Jolene Molitoris and Brotherhood of Locomotive Engineers President Clarence Monin, both members of the ARC, cast negative votes on the report, declaring that it "reflects an aggressive anti-Amtrak and pro-privatization agenda; that it is replete with statements that are misleading, inaccurate and unsubstantiated; and that it is the culmination of the very fiscal irresponsibility that it claims to address" (*Fast Mail*).

The \$140-million Keystone Corridor program, which will rebuild AMTRAK's Philadelphia-Harrisburg mainline (see December *Cinders*), is to be broken down this way: \$50 million for new and reconditioned rolling stock and \$90 million for track, signal, catenary and station improvements. PennDOT indicates that plans definitely call for the electrified Harrisburg trains once again to operate into and out of Suburban Station, rather than terminating at 30th Street as at present.....Upgrading of 30th Street Station's East Plaza was completed in January, with new landscaping and signage. Work is now underway on the Market Street side of the station.

AMTRAK has begun regular random inspections of its trains to determine their compliance with the new "Right & Ready" program designed to improve the condition of equipment and on-board services.....AMTRAK has decided to increase commissions for travel agents from 7-1/2 percent to ten percent on leisure travel, when booked with special coupons redeemable only by agents.....AMTRAK has launched a weekly Internet-based "Rail Sale" program offering fare discounts of up to 70 percent on coach seats only. From October through December 1999, tickets purchased online through the web site www.amtrak.com nearly doubled over the previous year, to 4.3 percent of total ticket sales.



CSX NS

OTHER ROADS

CSX and the suburban Philadelphia Boroughs of Darby and Yeadon got into a highly-publicized fracas last month, after three separate derailments occurred in the area within a week's time. Feisty Mayor Paula Brown of Darby went so far as to park her car illegally on the track, along with a Darby police car, in protest of CSX's alleged failure to address residents' concerns, at one point halting traffic on CSX's Baltimore-Philadelphia mainline for nearly 12 hours. Then, two days later she repeated the act, although a warning from a Federal judge that she could go to jail caused her to remove the car. The standoff began after six cars of a freight train derailed early February 13, some of them spilling

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PHILADELPHIA EXPRESS

(Continued from Page 7)

into the parking lot of a trackside apartment complex in Yeadon. Brown said that CSX officials "were more concerned about some Tropicana orange juice getting to New York City than they were about the safety of these people."

NORFOLK SOUTHERN has announced an early-retirement program for 1,200 non-union employees, 20 percent of its supervisory workforce, and will lay off 550 union maintenance workers, because of declining revenue, high diesel fuel prices, a weak export coal market and higher-than-expected costs in absorbing its former CONRAIL operations. NS's deteriorating financial condition is reflected in a rise in its operating ratio (operating expenses divided by operating revenues) from an excellent 75.1 in 1998 to an alarming 86.2 in 1999 (Dave Mears).....From a high of 36-1/2 last year to a low of 14-13/16 on February 18, NS common stock has been in a precipitous dive, while CSX, which took over the other part of Conrail, saw its stock drop from a high of 54 last year to 21-13/16 on February 18.

The CEO's of CANADIAN PACIFIC, CSX, NORFOLK SOUTHERN and UNION PACIFIC have taken the highly-unusual action of writing an "Open Letter to Railroad Customers", in which they express "serious concerns with the potential impact" of the proposed BURLINGTON NORTHERN & SANTA FE-CANADIAN NATIONAL merger (see January *Cinders*). The four top officials said that this latest megamerger "may trigger another round of railroad consolidations, resulting in two large systems serving North America." The smaller systems could be "forced to develop strategic responses", because they "cannot afford to stand still while another becomes disproportionately larger".....The Surface Transportation Board, in reaction to the BNSF-CN announcement, has scheduled a public hearing for March 8 in Washington, at which it will seek public comment on rail mergers and their effect on the present and future structure of the American railroad industry.

EXTRA LIST

(Continued from Page 5)

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

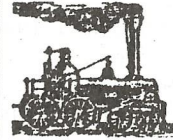
JUNE 24-25: "Sea Train Excursion" at the Earle (NJ) Naval Weapons Station, sponsored by United Railroad Historical Society. Fare: \$35 adults, \$25 children. Trip departs 9:00 AM. Order tickets from: URHS, P.O. Box 711, Clark, NJ 07066-0711, making checks payable to "URHS" and enclosing stamped, self-addressed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

NEEDED: A good black-and-white vintage photograph of the former Pennsylvania Railroad station at Cornwells Heights, PA. If you have one, please contact Harry Garforth at SEPTA'S Service Planning Department at 215-580-7976.

NJ TRANSIT has ordered 20 new 7,350-hp electric locomotives from Adtranz, valued at \$123.4 million. Two hundred single-level passenger cars are already on order from Alstom (Jersey Central Chapter).....This will be the tenth consecutive year with no fare increases for NJT riders (DVARP).....Class I railroads paid out more than \$723 million in Federal income taxes for 1998 (AAR *Train-It*).....U. S. DOT has proposed a regulation that would require trains to sound their horns at all highway-rail crossings, except at selected crossings in "quiet zones" where local authorities provide alternate safety measures. In 1998 there were over 3,500 grade-crossing collisions in the U.S., resulting in 431 fatalities, Federal Railroad Administration figures show (*Bull Sheet*). After more than a year, the Reading Company Technical & Historical Society still has not completed negotiations with the READING, BLUE MOUNTAIN & NORTHERN for property in Schuylkill Haven, PA, which is needed for RCT&HS's proposed museum.....CSX Chairman & CEO John Snow has been elected chairman of the Association of American Railroads, succeeding BNSF Chairman & CEO Robert Krebs.

A U.S. Court of Appeals decision has overturned a ruling by the Surface Transportation Board which prevented CANADIAN PACIFIC from transferring certain dispatching jobs from Milwaukee, WI to Montreal, Que. Just two months earlier, CP moved its SOO LINE and DELAWARE & HUDSON dispatchers from Milwaukee to Minneapolis.....U. S. railroads spent more than \$225 million in a successful effort to ward off the dreaded "Y2K" computer bug (AAR).....SMS RAIL SERVICE, which runs an all-Baldwin switching operation at Bridgeport, NJ, has acquired a second AS616 locomotive, ex-TRONA #52 (Harrisburg Chapter).....The Delaware River Port Authority this year plans to spend \$31.7 million to upgrade the PATCO high-speed line, with an additional \$12.3 million to come from the Federal government. Work will include station improvements, tie replacement and rolling stock upgrades (*Railway Age*).

Chester Valley Railroad.



The Cars on the Chester Valley Railroad will run between Philadelphia and Downingtown, via the Philadelphia, Germantown, and Norristown Railroad, leaving Philadelphia at 9 A. M., and 3 P. M.

Leave Downingtown at 7 1/2 A. M., and 1 1/2 P. M.

On Sundays, leave Philadelphia at 9 A. M., and leave Downingtown at 3 P. M.

Fare from Philadelphia to Downingtown, Seventy Cents. A R

Nov 15 1853-tf

GEORGE P. HENSZEY,
General Agent.

(--Courtesy Paul Kutta)

Trivia Question

Member Paul Kutta has submitted the following trivia question. What named Santa Fe train passed through Wayne, Paoli, Wynnewood, Ardmore and Overbrook, and in what state did this occur?



Send postcard entries to Trivia Question, Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302. Entry deadline is March 31, 2000.

We've
Done Things at
WAYNE JUNCTION
STATION
to make it
MORE CONVENIENT
MORE COMFORTABLE



This brochure detailing improvements at the Reading's Wayne Junction Station dates, we think, from about 1936 or 1937. Anyone for a ride on the Lehigh Valley to Toronto?
 --Collection of Larry Eastwood

IMPORTANT CHANGES
 IN FACILITIES AT
WAYNE JUNCTION STATION

THE Ticket Office and Waiting Room for southbound passengers has been located in the center of the platform—and a Ticket Office for northbound passengers has been installed in the Waiting Room on the northbound platform.

This means that passengers may now conveniently use Germantown Ave., Wayne Ave. or Windrim Ave. entrances.

There has also been provided on the railroad property on Windrim Ave. concrete parking space, supervised by uniformed guard, where our patrons may park without charge. A new taxicab stand is also conveniently located on Windrim Ave.

Travelers who live in North Philadelphia, Germantown, Chestnut Hill, and the northern suburbs will find it a convenience and a saving of time to use Wayne Junction Station, when going to New York and Wilkes-Barre, Scranton, Rochester, Buffalo, also to Baltimore, Washington and points south and west by B. & O. R. R. Those who commute daily from the section served by Wayne Junction Station will find it a saving of time and money to ride to and from Reading Terminal in fast electric trains.

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LOW FARE TICKETS

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 and
READING TERMINAL

One-Way Ticket \$.11

Round-Trip Ticket \$.20

Good Mondays to Fridays, inclusive, going on any train arriving Reading Terminal before 8:00 A. M. or after 9:30 A. M., and returning on any train leaving Reading Terminal before 4:30 P. M. or after 6:00 P. M. Good on all trains Saturdays, Sundays and Holidays.

20-Trip Ticket \$2.00

These tickets have no train restrictions. They will be accepted on any train in either direction within 6 months, and can be used by the person named on ticket or members of family.

Weekly Pass \$1.30

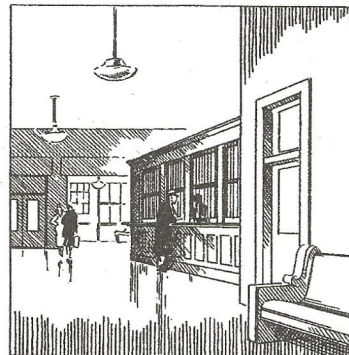
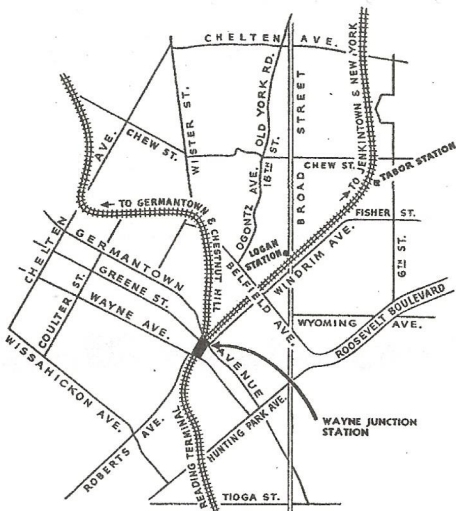
Accepted on all trains and good for any number of rides by purchaser for a calendar week beginning on Monday and ending the following Sunday.

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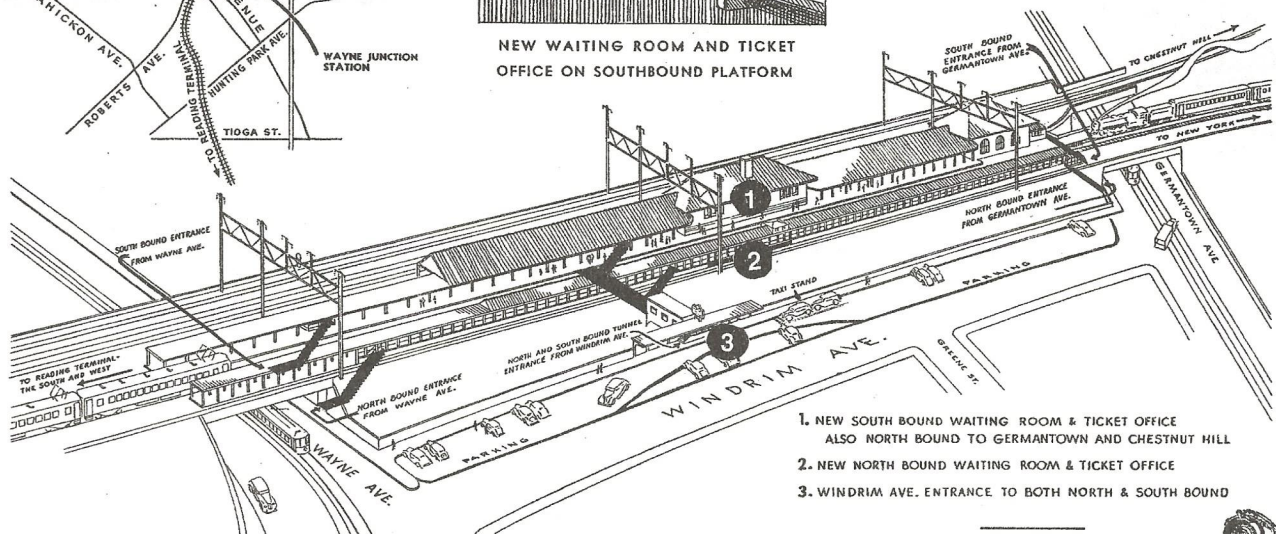
View of Wayne Junction Station Showing
Improvements and Added Conveniences



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If you are a resident of Germantown, Chestnut Hill, or the northern section of the city, start your trip at Wayne Junction and you will find it most convenient.

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 SUPERVISED BY UNIFORMED GUARD

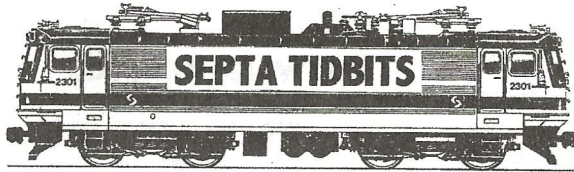


- 1. NEW SOUTH BOUND WAITING ROOM & TICKET OFFICE ALSO NORTH BOUND TO GERMANTOWN AND CHESTNUT HILL
- 2. NEW NORTH BOUND WAITING ROOM & TICKET OFFICE
- 3. WINDRIM AVE. ENTRANCE TO BOTH NORTH & SOUTH BOUND

WAYNE JUNCTION STATION

Reading Railway System





On Thursday, February 24, three more of SEPTA's new Bombardier push-pull cars, #2552-2554, had arrived at Allentown yard on a Canadian Pacific train enroute to Philadelphia. SEPTA is apparently waiting until six of the ten new cars arrive before beginning testing. Once the ten cars are delivered and accepted, the "Bomb" fleet will consist of seven six-car trainsets, which will provide three spare cars and one spare locomotive. It is believed that two sets will be assigned to R3 West Trenton, one to R2 Warminster, two to R7 Trenton (only one set in the evening), and three sets to R5 Paoli-Downingtown-Thorndale (only two sets in the morning).

SEPTA dedicated its new Thorndale station on the R5 line on Friday, February 25. The new facility is located on the site of the old Pennsy Thorndale yard, and includes a 465-car parking lot along Bailey Road. Service was extended to Thorndale last November, and this new facility will serve the growing number of Chester County residents using the train, which is served by the new "Great Valley Flyer", which runs express from Paoli to 30th Street, plus 34 other weekday arrivals and departures.

The R2 Wilmington/Newark schedule will be reissued on Sunday, April 2, to coincide with the opening of the new Churchmans Road station in Delaware. SEPTA is expected to reissue its remaining public timetables on Sunday, May 21, 2000, to coincide with the NJ Transit reissue effective the same date.

Late Breaking AMTRAK News

In an article appearing in major newspapers on Monday morning, February 28, it was reported that Amtrak was ready to announce some major route changes and expansions.

Earlier issues of *Cinders* had alluded to some of these in mentioning the **Manhattan Limited**, on a new schedule between New York, Pittsburgh and Chicago. A new **Silver Service** train would be added between Jacksonville and West Palm Beach, presumably over the Florida East Coast, and a leg of the **Crescent** would spin off at Meridian, MS, and run to Dallas.

Another new service would be **The Twilight Limited** operating between Niagara Falls and Dearborn through Canada, and the **Texas Eagle** and **Sunset** would be rerouted from Houston through Dallas-Fort Worth as well as between Dallas and El Paso.

The initial expansion would use Amtrak's current fleet of 477 locomotives and 1,500 cars. But the article mentions that 43 wreck-damaged cars, some of which have languished for years at Beech Grove and other locations, would have to be rebuilt and restored to service.

All of these changes are apparently part of a plan to see a major expansion of mail and express business, which Amtrak will seemingly seek on a more aggressive basis. Further information will appear in April *Cinders* and as it becomes available.

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