

CINDERS

NOVEMBER 2000



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Volume 61

Newsletter of the

Number 10

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

MEETING NOTICE:

PHILADELPHIA CHAPTER, NRHS 2000 RAILROADIANA AUCTION RULES

FRIDAY EVENING, NOVEMBER 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 November 17, 2000 meeting will feature our Annual Railroadiana Auction. 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 ARE MANDATORY and MUST BE MADE BY TUESDAY EVENING, NOVEMBER 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 with your reservation. **No-shows will be responsible for payment for meals ordered!**

The auctioneer's gavel will sound at 7:30 PM in our meeting room, and will continue until 9:30 PM, at which time all unsold material will be returned to the sellers. Registration will begin at 7:00 PM. No business meeting will be conducted. Rules for the 2000 Railroadiana Auction will be found in the column to the right.

Santa Claus Trips Postponed Until 2001

In a last-minute decision as *Cinders* went to press, it was decided to postpone operation of a Santa Claus special excursion until Holiday Season 2001. After considerable study and discussion, it was felt that the lead time involved in getting the operation rolling was insufficient to provide proper publicity to make it successful. The Chapter and APTA, in cooperation with SEPTA, will be planning throughout the coming year for a Christmas 2001 event.

Using a SEPTA push-pull trainset, three round-trips were to have operated on the R3 West Trenton Line between Noble and West Trenton on Saturday, December 2, 2000, in a joint venture with the Abington Township Police Association, and would have provided youngsters and parents an opportunity to enjoy a holiday train ride and meet St. Nick at the same time.

1. Minimum bid price on any one lot is \$2; increments in bidding will be in multiples of 50 cents, please.

2. Each seller is limited to a MAXIMUM of eight (8) lots of material. You will be assigned a seller number at registration and given forms to identify each lot number to be sold. Each item must be listed separately on the registration form. **EVERY EFFORT WILL BE MADE TO ROTATE LOTS, GIVING EQUAL EXPOSURE.**

3. Each BUYER will be given a BIDDER NUMBER. In an effort to speed the auction, payment on all items will not be made until the END of the auction, or until the bidder is finished bidding on lots. Settlement for items sold **SHOULD BE MADE** at the end of the evening, providing sufficient cash is on hand. The Chapter officers are in control of the auction, and reserve the right to reject any material offered for sale not considered in the best interest of the bidders. The Chapter retains 20% of the proceeds from each sale.

HUCKSTERING OF RAILROADIANA ON THE SIDE IN THE AUCTION ROOM IS DISCOURAGED WHILE THE AUCTION IS IN PROCESS. Bidders are asked to pay attention while bidding and **maintain a quick, spirited bidding pace** to enable the auction to be completed, if possible.

We urge you to dig through your attics and come up with some material for sale, and fill your wallet so you can bid! Contributions of lots to the Chapter are always welcome as a means of raising more funds to continue the FP7 project.

We urge you to interest a railroading friend to come out, attend and support Philadelphia Chapter's Railroadiana Auction on Friday evening, November 17, 2000. Have fun while adding some needed items to your railroadiana collection.

2001 Dues Bills Mailed to Members

Both Chapter-only and regular member dues bills have all been sent to members as of October 16, according to Chapter Secretary Marie Eastwood. Anyone who has not received their dues bill is asked to contact Marie at 215-947-5769. Members are asked by President Les Dean to provide funding assistance with their dues to continue our ongoing restoration work with former Reading FP7 #903.

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

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

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

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

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.

Old Chapter Excursion Information Rolls In

In our previous two issues of *Cinders*, we've issued an appeal for and have received valuable information on Philadelphia Chapter fantrips operated in the 1940's, 1950's and 1960's. Among those who have helped us out were Joe Boscoe, Don Flayhart, Joe Mannix, Bert Pennypacker and Baltimore Chapter Member Bob Janssen. We thank them all.

Don Flayhart reminds us of the September 3, 1950 trip on the Reading as the mainline event of the NRHS Convention held in Philadelphia that year. (At our October 20 meeting, members viewed a slide program from the NRHS Film Library which showed various views of NRHS conventions from 1951 to 1965. Unfortunately, this program began with the conventions just after our 1950 Philadelphia event, so no slides of our convention were seen.)

This special train, whose consist we don't know, ran from Reading Terminal to Port Richmond Terminal via the city subway to Park Junction and then via the Falls bridge. Leaving Port Richmond, it operated to Erie Avenue Engine Terminal, and to New Hope via Tabor Junction and Glenside. Returning from New Hope, the train operated back to Glenside, and then to Oreland, where it traveled the Plymouth Branch to Conshohocken and back to Reading Terminal. As if that trip weren't exciting enough, Flayhart tells us that an evening visit was made to the Pennsy's North Philadelphia station to view action at that location. Don said that the Labor Day outing featured trips on the Red Arrow trolley routes and the Philadelphia & Western. Who has pictures of this convention that they can have prints made of to place in our historical files?

Inevitably, for each piece of information we receive, another question is raised regarding some of these excursion operations. Last month, for instance, we mentioned the Metropolitan Philadelphia Railway Association fantrip of October 12, 1958 headed by Reading Fairbanks-Morse Train Master #864. From members Joe Boscoe and Don Flayhart, who were on the trip, we've learned the MPRA trip was named the "Kittatinny Rail Ramble". Leaving Reading Terminal, the trip ran to Bethlehem, where the 864 ran around the train and traveled up the Lehigh & New England to Bath, PA, then continued on the Lackawanna through Bangor to Portland, PA. Joe believes the trip then backed the short distance from Portland to Slatford Junction, and proceeded east on the DL&W mainline to Hopatcong Junction,

down the Central of New Jersey to High Bridge and east to Bound Brook. At that point, the 864 again ran around its train for the return trip back to Philadelphia. Must have been a fun outing!

Baltimore Chapter Member Bob Janssen provided us with a lot of consist information, some of which we published in the October issue of *Cinders*. But there's much more, and so we will list some consists of both traction and mainline trips here in the hopes we'll spark some more discussion from some of our senior members who may have been fortunate enough to have been on board. Please let us hear from you.

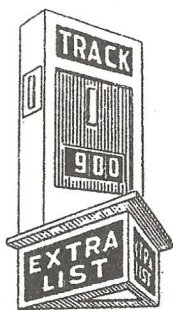
While Philadelphia Chapter has run many mainline trips over the years, the traction scene was not neglected either. On April 8, 1945, (your editor was still kicking the slats out of his crib!), a trip was run on Philadelphia Transportation Company with double-end cars 5221 and 5235. On March 5, 1950, a PTC trip featured cars 5062 and 5067, and on August 6 of the same year, a trip was run with PCC 2194. Did this trip cover Route 66 on Frankford Avenue? The editor has a photo of chartered PCC 2194 on Frankford Avenue crossing the Pennypack Creek at Solly Avenue taken by Dick Short, but there is no date on the photo.

As part of a June 3, 1951 trip from Philadelphia to Reading via the Baltimore & Ohio and Reading (see below), trips were made on the Reading Street Railways during a layover using cars 804, 808 and 806. On November 4, 1951, a Red Arrow fantrip used cars 83, 25 and 14. Must've been a big crowd on board! In 1952, a March 2 trip on Atlantic City Transportation Company used cars 212 and 295, and on November 16, 1952, cars 16, 23, 68 and 75 were all part of another Red Arrow outing.

We then jump to 1955, when, on January 9, a PTC trip was run with car 5033, and then on May 22, a semi-private trip (?) used car 6824. They're just a few of the traction assignments we know of, thanks to Bob Janssen.

But, there were mainline trips aplenty, too. For instance, a legendary steam circle trip on the Pennsylvania Railroad to Jamesburg, NJ used PRR 4-4-2 Atlantic's 6538 and 6513, combine 5033, coaches 1841, 1548, 1099, 3765, 3180, 982, 7790, 917, 3101 and 1031. Several color photos of this trip appear in the late Don Ball's book The Pennsylvania Railroad - 1940's /1950's. The trip operated on April 13, 1947.

(Continued on Page 7)



NOVEMBER 4: "L&NE Photo Freight" on Wanamaker, Kempton & Southern Railroad, sponsored by Jersey Central Railway Historical Society. Train will feature L&NE livery Whitcomb 65-ton diesel, L&NE gondola and caboose. Passengers will ride in attached coach. Photo stops will be made with pure L&NE consist. Train leaves Kempton 12 Noon for trip over entire line. Fare: \$12, including night photo session. Order tickets from:

Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066-0700, making checks payable to "JCRHS" and enclosing stamped, self-addressed envelope. For information, telephone 908-233-3603, or visit website at www.jcrhs.org.

NOVEMBER 4-5: Greenberg's Train Show at South Jersey Expo Center, Route 73 and Haddonfield Road, Pennsauken, NJ, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: adults \$6, children (6-12) \$2, Scouts in uniform admitted free. For information, telephone 609-661-9111 or visit website at www.greenbergshows.com. Philadelphia Chapter will be represented with a table at this show.

NOVEMBER 11-12: First Frost Train Meet at Allentown Fairgrounds Agricultural Hall, 17th & Chew Streets, Allentown, PA, 9 AM-3 PM both days. Admission: \$5 adults, \$2 children (5-12). For information, telephone Bob House at 610-821-7886.

NOVEMBER 18: Chalfont Boro Police Benevolent Association 6th Annual Train Show, Lenape Middle School, 313 W. State Street, Doylestown, PA, 9 AM- 3PM. Admission: adults \$3.00, children under 12 free. For information, contact Paul Myers at 215-345-5017.

NOVEMBER 18-19: GATSME Lines Model Railroad Club Open House in basement of New Horizons Montessori School, Prospect & Madison Avenues, Fort Washington, PA, 12 Noon-4 PM both days. Admission by donation. For information, telephone 215-646-2033.

NOVEMBER 24: "Home for the Holidays" at Railroad Museum of Pennsylvania, Strasburg, 12 Noon-4 PM. This event provides a nostalgic look at a century of rail travel, with engineers, conductors, ticket agents and other rail personnel live and in person, along with seasonal music. Regular admission charges apply. For information, telephone 717-687-8628.

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

NOVEMBER 25-26: Cheltenham Hills Model Railroad Club Open House at 8000 Old York Road, Elkins Park, PA (in old Reading Ogontz station), 12 Noon-4 PM. Admission by donation. For information, telephone 215-635-9747.

DECEMBER 1-2: GATSME Lines Open House. See November 18-19 item for details.

DECEMBER 2: Three "Santa Claus Special" round-trips on SEPTA West Trenton line from Abington, Old York Road in Abington, to West Trenton, NJ, return, sponsored by Philadelphia Chapter of the Abington Township Police Association. The pull train will be utilized. At presstime, trip neg. had not been finalized. Information will be available at November Philadelphia Chapter meeting.

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

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

JANUARY 6-7, 13-14, 2001: Cheltenham Hills Model Railroad Club Open House. See November 25-26 item for details.

JANUARY 6-7, 20-21: GATSME Lines Open House. See November 18-19 item for details.

FEBRUARY 24: EastRAIL 2001 multi-media program at Warren Hills Regional High School, Washington, NJ. Nine well-known photographers will offer slide presentations, with Chapter Member Tom Moran as master of ceremonies. Doors open 9 AM, first show at 10 AM, with last show to end about 6 PM. Admission: \$10 per person in advance, \$12 at door. Order tickets from: EastRAIL 2001, c/o URHS, P. O. Box 711, Clark, NJ 07066-0711, enclosing stamped, self-addressed envelope. For information, telephone 732-671-9644 (7-9 PM).

HELP WANTED

PRESIDENT - Small, specialized non-profit corporation seeks individual to lead progressive rail history organization for minimum one-year term beginning April, 2001. Duties include overseeing dedicated group of volunteer officers and committee heads. Salary commensurate with that of other volunteer officers of organization (none). Excellent fringe benefits include interface with enthusiastic rail enthusiasts. Submit resume to: Nomination Committee, Post Office Box 7302, Philadelphia, PA 19101-7302 prior to March 1, 2001. NRHS membership a requirement.

SENIOR VICE PRESIDENT - Specialized non-profit corporation looking for individual to serve as senior vice president for minimum one-year term beginning April 2001. Will work with new president to oversee core group of dedicated volunteers in providing enjoyment and direction to passionate rail enthusiasts. Experience not necessary as support base exists. Salary very minimal, but excellent fringe benefits exist. Submit resume to: Nomination Committee, Post Office Box 7302, Philadelphia, PA 19101-7302 prior to March 1, 2001. NRHS membership required.

PROGRAM CHAIRMAN - Rail history organization seeks imaginative individual to develop, coordinate and oversee presentation of monthly meeting programs to audience of 50-75 members attending each meeting. Program should be rail-oriented and stimulate attendance among membership and general public. NRHS membership required. Submit resume to: Leslie J. Dean, President, Philadelphia Chapter, NRHS, Post Office Box 7302, Philadelphia, PA 19101-7302.



As this column is written, the best word that can be used to describe Amtrak's future is "uncertain". Cheerful announcements of record-setting ridership and revenues have carefully omitted any reference to expenses. (Amtrak claimed that expense information might be available by the end of October). But clearly, these are rising, too, and serious measures are seemingly being taken to rein in the costs of running the railroad.

The Northeast Corridor has already been adversely impacted and it may get worse, much worse. The Capstone program, designed to upgrade Amfleet I cars to complement the often-delayed Acela Express high-speed trainsets, has itself been cancelled as of October 1. The previous fiscal year had already seen a more than 35 percent cutback in the overhaul program. Now, we may see a repeat of the early 1990's when the heavily-used Amfleet I cars, some more than 25 years old, will begin to turn shabby as badly needed work is put off.

It also is evident that the high-speed Acela Express trainset introduction, expected for the October 29 timetable change, will be delayed once again, with the latest scheduled start date now set for December 11, preceded by a VIP press run on November 16. Draft versions of the Fall schedule don't show the Acela Express's one daily round-trip as was anticipated. The Philadelphia *Inquirer*, in an October 18 article, had hinted that the earliest we might see these speedsters was Thanksgiving week. Despite continuing delays, the advertisements continue, plugging a service that still isn't starting. As a result, Amtrak's credibility has suffered, and anticipated revenues aren't forthcoming, making the cash register drain even greater.

Intercity, meanwhile, keeps losing cars to accidents, with no funds seemingly available to repair and restore them to service. With reduced capacity, financial performance will of necessity slip, since Amtrak will be unable to carry all those who want to purchase a ticket and ride. Fortunately, the Network Growth Initiative has thus far been limited to a short train to Janesville, WI – an almost merciful development given that any rapid buildup and expansion would require raiding the already-tight consists of other trains, lessening travelers' chances of obtaining reservations. Trains, of course, are more effective hauling large numbers of people (or carloads of freight).

Having committed itself to financial self-sufficiency (and boasting of progress in reaching this goal), Amtrak sooner or later will need to address the reality of this entire situation. Ultimately, a decision will have to be made, with the admission that the United States is no different than any other developed country; if rail passenger service is going to survive, it will need funding to achieve and maintain a world-class service, rather than permitting Amtrak to bleed to death.

Among Amtrak's reported achievements in Fiscal Year 2000, just ended are the introduction of a new corporate logo, expanded partnerships within the travel industry, increased capital

investment partnerships with states, initiation of the previously-mentioned Network Growth Strategy, and a separate mail and express business line.

Amtrak has appointed Lee H. Sargrad as President of the new Mail and Express SBU, recently split away from Intercity. Sargrad is a Penn State alum, having previously served as a Conrail marketing director and most recently as Vice President, Sales & marketing for Triple Crown Services. He will undertake a three-month review of mail and express business operations and freight rail relations, in the process updating the unit's strategic plan and consolidate its business elements.

Present problems notwithstanding, the future would hopefully see two additional high-speed route candidates: Boston-Montreal via Manchester, White River Junction and Burlington, and Dallas to points in Texas, Oklahoma and Arkansas. Extensions to other routes could include Chicago-Toledo-Cleveland, Indianapolis-Louisville, Cleveland-Columbus-Cincinnati and Birmingham-Jacksonville via Atlanta, Macon and Savannah. Assuming that all routes are completed, the population of 85 percent of the 100 largest metropolitan areas would be on a high-speed route; admittedly, however, this is a long time from now, if ever!

The centerpiece of Amtrak's proposed upgrading of its Midwest services is a planned purchase of up to 13 tilting trainsets, each to seat between 300 and 400 passengers, providing buffet services and cars for express service. The three trunk routes which would benefit from this improvement are Chicago-St. Louis (nine roundtrips), Chicago-Detroit (also nine rt's) and Chicago-Milwaukee-Madison (ten roundtrips plus another seven between Chicago and Milwaukee).

Amtrak has announced that the number of passengers expressing dissatisfaction with their journey has been just one-half of one percent. That's an amazingly-low number, but, again, figures on a train-by-train or even an SBU basis are unavailable.

Amtrak has initiated a program to install automatic defibrillators in strategic locations, and to provide training for crews on their use. Initially, these units have been placed in major Northeast Corridor stations (including 30th Street), VRE commuter trains and on the Auto Train.

The fifth Acela Express trainset was scheduled to be ceremoniously handed over to Amtrak at Washington on October 18. The set consists of power unit 2009, first class car 3207, café 3305, end coach 3409, coaches 3541, 3543, 3546 and power unit 2020. All sets from the third one on are made up of the correct types of cars, but the first set has an extra end coach and a coach in lieu of a first class and café car, while the second set contains an extra coach in lieu of the café car.

(Continued on Page 5)

ON THE SCENE (Continued from Page 4)

As the Capstone program winds down (see above), we list the latest cars outshopped at Bear: coaches 82075 (ex-21670, 9-21-00); push-pull coaches 82515 (ex-44667, 9-19-00); 82516 (ex-44669, 10-04-00); 82517 (44675, 10-09-00); business class cars 81508 (ex-44665, 9-27-00); 81509 (ex-44668, 9-29-00); and café car 85002 (ex-20128, 9-29-00). The last three Amfleet cars in for conversion to Capstone as this is written are half-clubs 20130 (to be 85004), 20142 (to be 85003) and coach 21674 (to become 82076).

Beech Grove has released one wreck-repaired car since our last report: Superliner II sleeper 32072-Arkansas, damaged in a 1999 derailment in California.

The fourth California Surfliner trainset was delivered in September, consisting of cars 6303, 6406, 6407, 6803 and 6903. Deliveries are still maintaining numerical sequence.

Amtrak has placed the fifth ("Las Vegas") Talgo trainset in service on the Seattle-Vancouver (BC) round-trip. The train still sports a unique color scheme and is the only Talgo to provide full meal service in its dining unit. All of the trainsets are now in service on the one route where their use is currently permitted, although the Federal Railroad Administration has been evaluating a request to also allow these trains to operate between Los Angeles and Las Vegas and via the Surfliner route to San Diego. The issue is that the carbodies don't meet American standards for "buffing strength" but it has been argued that the interior seating areas do qualify and that any next-generation Talgos would indeed be fully compliant. The remaining four trainsets are on a cycle which sees each set spending a night in Seattle every four days for maintenance and heavy cleaning.

Once again this year, Seattle Seahawks football special trains are operating between Portland, OR, Vancouver, Kelso-Longview and Seattle, WA, utilizing Horizon cars and a Great Dome lounge. Operation is scheduled for seven Sundays, including that of the busy Thanksgiving weekend. Shuttle buses convey passengers to the team's temporary home at University of Washington's Husky Stadium. Earlier this year, the Kingdome, within walking distance of the Amtrak station in downtown Seattle, was demolished and a new football stadium is under construction.

Meanwhile, the Seattle Mariners baseball team plays in brand-new Safeco Field, adjacent to the BNSF tracks just south of the Amtrak station, and the horns of Amtrak and BNSF trains can be heard during telecasts of games. During the American League Championship series in October, a television crew in the upper deck actually focused in on an Amtrak Talgo and a BNSF container train headed south, side-by-side for the nationwide audience to see!

A fall foliage special was operated out of Boston on October 1 to White River Junction, VT and return. Powered by F40's 394 and 278, the train was made up of two MBTA coaches (1509 and 1533), Amcafes 20046 and 20053, six Amcoaches and the private car Caritas.

Although the Pennsylvania Railroad operated a large number of parlor cars, most were of classic heavyweight Pullman design. Only the 22 cars built by Budd for the **Congressional** and **Senator** were of modern construction.

The New Haven actually owned the greatest number of streamlined parlor cars—fifty in all. All were part of a huge 180-car order placed with Pullman-Standard in December, 1945, and were considered part of the famed "American Flyer" design, but sheathed in stainless steel. Naturally, they came in several series and carried several series of names.

The railroad had acquired some straight parlor cars without drawing rooms in the heavyweight era and elected to skip the feature in the 25 parlors (300-324) it ordered. Initially, about half of the fleet was fitted out with 52 seats in a two-and-one arrangement, although later all were converted to 36 seats, the way the remainder of the group had been delivered. The cars were named for on-line cities. Curiously, in 1967, four cars were reconfigured with two-and-one seating and ended their days this way.

All of the 103 postwar NH coaches (8600-8702) incorporated a smoking lounge and five new parlor cars (400-404) came the same way. The 14-seat smoking lounge was installed at the vestibule end of the car. Like some of the full parlor cars, these cars came with two-and-one parlor seating and, again, these cars lost their "extra" seats in a year or so, going from 38 to 26 chairs in the process. Again, one of the cars added a second row of seats in 1967. Although initially name for on-line rivers, these cars were renamed to the "New" series in 1950 to avoid confusion with the New York Central's last fleet of 10-6 sleepers which also carried "River" names.

Twenty baggage-lounge cars (200-218) were named for on-line counties. All cars included an 18-foot baggage room, drawing room and buffet at the blind end and two day roomettes (really like an enclosed day section) and two lavatories at the vestibule end. Ten cars were outfitted with 11 lounge seats nearest the buffet and 14 parlor chairs (in two-and-one layout), staying this way until the end—except when Amtrak rebuilt three cars into combines.

Six cars (200-205) came with 31 lounge seats, arranged along the walls facing the aisles. In 1949, two seats in the middle of the car were replaced with small tables. Four other cars (206-209) came with a telephone booth in place of the men's room (the women's room was designated a "unisex" toilet). The lounge area was laid out with four four-place booths and 16 chairs (closest to the buffet).

In 1952-53, cars 204-209 received two additional drawing rooms (no lavatory annex) and the existing lavatory lost its toilet). These cars remained in first class lounge service into the Penn Central era when, again, 19 parlor chairs were installed in the lounge area in the expected "two-and-one" layout.

The 200-203 finished their days as commuter bar cars—these and some of the 210-219 cars were modified with a lounge area in the former baggage room. All 20 cars were named for on-line counties and the **Colonial** used the type with parlor chairs while the **Patriot** used cars with all-lounge seating. The 27 cars of the 180-car order not identified above included ten dining cars (900-909), 15 grill cars (950-964) and the two famous observation-bar-lounge cars, 475-Watch Hill and 476-Bunker Hill.

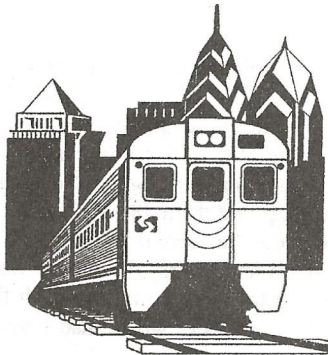
In an ironic twist, many of the cars began and ended their careers with their exteriors trimmed in green. As delivered to the NH, the cars wore a dark Hunter green window band, replaced by "McGinnis" orange, only to ultimately be replaced by various shades of Penn Central green.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

(EDITOR'S NOTE: Columnist Frank Tatnall is on an extended vacation trip. His abbreviated November column appears here, and "Philadelphia Express" will not appear in our December issue, but will resume with the January issue of Cinders).



SEPTA
REGIONAL
RAIL

If it's late at night and you happen to cross one of SEPTA's commuter lines, don't be surprised if you see an apparition looming up in the mist. It just might be a nearly-extinct locomotive out of the past—an Alco FA converted to cab control car and now in service on SEPTA's leaf-fighting "gel train." As previously reported, SEPTA earlier this year purchased "power pak" #615 from the LONG ISLAND RAIL ROAD for work train service, repainted it solid blue and was to begin using it this month during the annual slippery rail season.

SEPTA completed its car-stripping program last month. All 304 MU's—231 Silverliner IV's, 20 Silver III's and 53 Silver II's—now wear the handsome red-blue-white striping—except that the 53 Budd II's received no front and rear adornment because of their fluted ends. The 20 St. Louis III's (including the eight former "yellowbird" Airport cars) wear much broader end stripes than the others.....Incidentally, the writer knows that there are 53 of the Budd cars in the current fleet, not 39 as stated in this column last month. The Editor takes the blame for failing to make that correction.

On Monday, October 9, R5 express 7565, the "Great Valley Flyer," stalled on the grade near Narberth station. The problem was a wheel-slip failure on AEM-7 #2307. After more than an hour's delay, the passengers were transferred to Malvern train 575 about 7:15 PM, and that train was extended to Thorndale. Fortunately, ridership was less than usual due to the Columbus Day and Yom Kippur holidays. The stalled train was moved to Frazer shop behind diesel power, but #2307 was repaired and back in service the next day.

SEPTA has stepped up preliminary work on its project to acquire 70 to 100 new "Silverliner V" electric MU cars for its Regional Rail system. The current capital program allocates more than \$300 million for the new cars, which are intended to replace the 33-37-year-old Budd and St. Louis cars, and provide additional capacity to accommodate ridership growth. It is thought that these cars could be operated on the proposed Philadelphia-Reading MetroRail line.

SEPTA planned to reissue its Regional Rail public timetables effective October 29, concurrently with AMTRAK.....Catenary replacement work on the Neshaminy line north of Jenkintown should be completed by mid-December. The wire train works two shifts, during the day and at night.....During October, SEPTA operated a special shuttle bus service between the R7 Cornwells Heights station and the Shrine of St. Katherine Drexel in Bensalem. This was convenient for those wishing to visit after Philadelphia's Mother Katherine Drexel was canonized by Pope John Paul on October 1. The service was free to TrailPass and TransPass holders, or 50 cents for others transferring from an R7 train.



SEPTA
TRANSIT

SEPTA is negotiating with the City for a possible resumption of trolley service in center city during the upcoming holiday period. Sponsors, however, must still commit to supporting the operation, and the PCC's need some external clean-up and touch-up work. The service this year could operate on 11th and 12th Streets all the way between Noble and Snyder. Once again, the cars would be based out of Elmwood depot in Southwest Philadelphia, pulling in and out via the diversion track and Girard Avenue. Rebuilding work on the Schuylkill River highway bridge should be completed this month, which would allow reopening of the former Route 15 track over that span.....SEPTA and two of its police officers are being sued by the mother of a man shot and killed by the officers on June 20, 1999, during a traffic stop in East Germantown. The suit alleges civil rights violations and wrongful death. SEPTA police have the same legal authority, on or off SEPTA property, as Philadelphia city police.



AMTRAK

Amtrak had begun a major overhaul of its mail and express business, consolidating all of those operations in a new semi-autonomous unit whose mission is to dramatically increase the volume and profitability of this traffic. Heading the new group is Lee Sargrad, 46, a former CONRAIL intermodal executive who recently served as a vice president of Triple Crown Services, a NORFOLK SOUTHERN subsidiary which manages its RoadRailer business. Ed Ellis, the *Trains* columnist who previously headed the mail and express business, will report to Sargrad. Amtrak's mail and express revenues last year near doubled to \$130 million from \$67 million in 1996. It has a fleet of about 1,100 specialized cargo vehicles, both boxcars and RoadRaiiers, which are handled in its long-distance trains. Amtrak sees great potential in tapping the \$140-billion annual market for time-sensitive freight, much of which cannot be handled in conventional freight service.

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PHILADELPHIA EXPRESS

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Amtrak says it's had the most successful summer in its history, carrying 6.1 million passengers in June, July and August. Ridership in August totaled 2.1 million with ticket revenues of \$108.4 million (*Weekly Rail Update*).....But the authoritative *Kiplinger Washington Letter* reports that "AMTRAK's in trouble," and won't meet the Congressional deadline for operational self-sufficiency by the end of 2002. Kiplinger forecasts a shortfall of at least \$90 million, but says that Congress won't pull the plug on Amtrak, giving the railroad "another bailout" because of its popularity with constituents.....By mid-October Congress had not yet enacted the High Speed Rail Investment Act, which would allow AMTRAK to issue \$10 billion in bonds over ten years for developing high-speed rail corridors (see October *Cinders*).....Have you noticed that AMTRAK, which has already plastered 30th Street Station with huge advertisements, is now placing some ads on the floor of the main concourse?



CSX
NS
OTHER ROADS

Albert M. Schofield, a former senior vice president of Penn Central and vice president & general manager of AMTRAK's Northeast Corridor, died October 2 in Bryn Mawr at the age of 86. A Philadelphia native, Schofield worked for the Pennsylvania Railroad for three decades except during the time he served as an officer in Army railway battalions during World War II and the Korean War. He retired from the Day & Zimmerman engineering firm of Philadelphia in 1984.....Well-known Rail Photographer Homer R. Hill, 85, died in Morristown, NJ on September 10. A founding member of both the Tri-State and Jersey Central Chapters of NRHS, Hill for many years operated a successful printing business in Bernardsville, NJ. He was also instrumental in the creation of *Railpace* in 1982.....Robert W. Blanchette, 68, a former Federal Railroad Administrator and onetime trustee and chief executive officer of the bankrupt Penn Central, died September 26 in Washington. He also served as general counsel to the Association of American Railroads.

NORFOLK SOUTHERN announced in September that it was considering the sale of up to 3,000 miles of light-density branches on its 22,000-mile post-CONRAIL system. NS said that the targeted lines are located primarily in non-Conrail territory (*Weekly Rail Update*).....CSX has informed its shippers that it was joining other railroads in adding a "fuel cost recovery charge" to its rail rates, effective October 25 (*Weekly Rail Update*).....The United Transportation Union has reached a tentative four-year labor agreement with the nation's major railroads, possibly heading off a strike threat when the present contracts expire next year. Whether the agreement will be ratified by UTU members, and what effect this pact will have on negotiations with other unions is unknown (*Traffic World*).....U.S. railroads paid out \$98.7 million in loss and damage claims in 1998, down from the \$119.2 million the previous year. The 1999 figure represents three-tenths of one percent of the carriers' revenues (*Weekly Rail Update*).....READING & NORTHERN has retired the last of its General Electric U23B

locomotives, replacing them with five former Detroit, Toledo & Ironton SD38's purchased from GRAND TRUNK WESTERN (*Railfan & Railroad*).

NJ TRANSIT has offered to give away the century-old steel swing span from the ex-Pennsy bridge over Rancocas Creek at Delanco, NJ. CONRAIL last year sold its Bordentown secondary track to NJT, for the new \$604-million light-rail line between Camden and Trenton. A new bridge will be built over the Rancocas, so NJT says that any historical organization willing to haul away the 150-foot span can have it free.....NJT plans to offer commuters a new service, alerting them by pager, cellular phone or handheld computer when a serious delay has occurred and what alternatives they may have. The service will be free to those who subscribe through its website www.njtransit.com.....Fastship, Inc. has announced plans to purchase the former Reading and CONRAIL Port Richmond terminal on the Delaware River in Philadelphia. Fastship would rebuild the facility into a port for the speedy new cargo ships it intends to build for transatlantic service. The purchase must still be approved by the boards of CSX and NORFOLK SOUTHERN, which jointly own the terminal (*Weekly Rail Update*).

Old Chapter Excursion Information Rolls In (Continued from Page 2)

Another 1947 trip, this one on May 18, covered the East Broad Top Railroad and Coal Company, Mount Union to Alvan, Coles Valley and part of the Shade Gap Branch. The train included locomotive #14, combine 14, coaches 24, 8 and parlor 20.

On June 3, 1951, the trip mentioned above operated from Philadelphia to Reading, routed via the Baltimore & Ohio to Elsmere Junction, DE, then the Reading Wilmington & Northern Branch to Reading, then the East Penn Branch to Allentown, CNJ to Bethlehem, and the Reading to Philadelphia. Power was G3sa Pacific #213, combine 516, coaches 1480, 1484, 1407, 1334, 1325, 1363 and 1499.

The Reading seemed a favorite of our Chapter for trips during this period, for on May 4, 1952, a trip operated with FP7's 905 and 904, coaches 1438, 1461, 1394, 1458, combine 548, coaches 1480, 1416, 1462 and 1366. The trip ran from Philadelphia to Hershey via Schuylkill Haven, Westwood, Tremot, Lebanon and back the mainline.

Just a year later, on May 3, 1953, the Chapter ran from Philadelphia to Gettysburg and return, again using the 904 and 905, coaches 1325, 1330, 1329, 1367, 1374, combine 527, coaches 1389, 1494, 1459 and 1399. Another year went by and on May 2, 1954, a trip went from Philadelphia to West Milton via the Catawissa Branch, returning via Lewisburg, Frackville and Pottsville Junction. The 904 and 905 did the honors once again (does anyone know why these units always drew the Chapter's fantrip assignment, except when the **Crusader** was used?), hauling coaches 1341, 1393, 1376, 1511, 1373, 1394, combine 535, coaches 1468, 1437, 1389, 1395 and 1494. In later years, the editor remembers the 1341 always sporting a fresh coat of paint because it was the rider coach that went with the Reading's office cars on special moves.

On June 12, 1955, the Pennsylvania Railroad got its chance with a trip from Philadelphia to Wilkes-Barre, PA, via Reading. Powering this train were PRR E7's 5875A, 5864B, 5860A, coaches 3813, 3224, 3799, 3822, combine 5118, diner 4506, coaches 933, 821, 1313, 3344, 896 and 3353.

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Old Chapter Excursion Information Rolls In (Continued from Page 7)

On October 6, 1957, a Reading trip from Philadelphia to Newberry Junction via the Catawissa Branch and return via Sunbury, used FP7's 904 and 905, coaches 1411, 1373, 1393, baggage car 1709, coaches 1380, 1370 and 1387. This was a relatively short train, compared with some other Chapter trips.

The final consist we've been given is for a trip on May 22, 1960 over the Pennsylvania and Lehigh Valley Railroads which operated Philadelphia to New Boston, PA via the PRR, then via LV's New Boston and Hazleton Branches to Mount Carmel, PRR Shamokin Branch to Sunbury, Northern Central to Harrisburg and the Main Line back to Philadelphia. Powering the train were E8A's 5768A and 5894A, followed by coaches 1761, 1639, 1607, diner 4518, express 7714, coaches 1623, 1746 and 1743.

This by no means represents the entire list of trips the Chapter operated during this period—these were just the ones Bob Janssen rode on and kept a detailed consist from. One of our projects is to try and assemble in one location a complete list of Chapter excursions over our 64-year history, no easy task, especially given the fact that Philadelphia Chapter had an extremely active trip committee in the 1940's and 1950's.

We'd appreciate hearing from other members who may have participated in other trips the Chapter has operated, and who can supply photos and other pertinent information for our archives. Contact Editor Larry Eastwood at either his home address or the Chapter box with information. Meanwhile, we hope you've enjoyed a brief look back at some of the equipment consists of earlier Chapter excursions.

2001 Weekend Chief Color Calendars

The Chapter bookstore has a wide assortment of full-color 2001 calendars published by Weekend Chief Publishing Co. These calendars, listing for \$9.95 each, are available for purchase at meetings and train shows for \$9.00, sales tax included.

Calendars Available This Year Include

Amtrak
 Delaware & Hudson
 Erie Lackawanna
 Long Island Rail Road
 New York, New Haven & Hartford
 New York Central
 New York City Subway
 Norfolk & Western
 Pennsylvania Railroad
 Philadelphia Rapid Transit

Members will want to take note that the Pennsylvania Railroad calendar is almost entirely full-color artwork this year, and is quite attractive. Calendars will be available at the November 17 and December 8 meetings, as well as the Greenberg Shows at Pennsauken and Fort Washington and the Chalfont PBA Show in Doylestown. Don't miss out on 2001!

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