



CINDERS

OCTOBER 2000



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Volume 61 Newsletter of the Number 9
 PHILADELPHIA CHAPTER
 National Railway Historical Society Inc.
 Post Office Box 7302
 Philadelphia, Pa. 19101

MEETING NOTICE:

FRIDAY EVENING, OCTOBER 20, 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 October 20, 2000 meeting will feature Chapter Member Art
 Milks of New York, presenting a vintage program of slides he took
 in the 1940's and 1950's of various rail subjects. This should
 prove to be a highly nostalgic evening, looking back at rail
 activities of many years ago. Plan to be on hand for this show!

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, OCTOBER 17, 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!**

At our September 15 meeting, nine members screened more than
 300 slides of their 2000 spring and summer activities. Thanks to
 Ray Cooney, Larry Eastwood, Rodger Fredrick, Al Gaus, Paul
 Kutta, Rob Mandeville, Bob Olwell, Lee Schultz and Bill Thomas
 for sharing their photographic achievements with the membership.

Philadelphia Chapter and Santa Claus?

Philadelphia Chapter has begun discussions on a
 cooperative excursion venture involving the Abington Township
 Police Association and SEPTA on three Santa Claus Special
 round-trips on SEPTA's Regional Rail R3 West Trenton Line,
 using an AEM-7 powered push-pull trainset.

Designed to provide youngsters and their parents with a
 holiday season train ride and a chance to meet Saint Nick in
 person, each trip would originate at Noble station, operating to
 West Trenton and return on Saturday, December 2, 2000. Further
 details will be in November *Cinders*.

FP7's Take Trip to Wilmington Festival

The NRHS-owned ex-Reading FP7 locomotives were a
 star attraction at the 12th annual Delaware Transportation Festival,
 held Saturday, September 30, at Amtrak's Wilmington station.
 Unit 902, owned by Lancaster Chapter, and 903 owned by
 Philadelphia Chapter, were invited to appear by the co-sponsors,
 Amtrak and Delaware DOT.

The two units, resplendent in their Reading livery, had
 been on display at the Railroad Museum of Pennsylvania,
 Strasburg, since June. On Friday, September 29, they were moved
 by the Strasburg Rail Road under their own power to Leaman
 Place, and that evening continued to Amtrak's Race Street engine
 terminal in Philadelphia. Chapter Member Frank Lancaster, a
 SEPTA engineer, accompanied the Amtrak crew. Then on
 Saturday morning the FP7's were placed in a special Amtrak train
 consisting of an AEM-7, coach, café car and P42 diesel for the
 move to the Wilmington station.

Chapter members assisting with the exhibit, which
 allowed members of the public to tour the locomotives, were
 Equipment Chairman Bob Morris, Frank Lancaster, Bruce and
 Virginia Irvin. Member Vince Jakubowski was the engineer on the
 Silverliner IV shuttle train which made hourly round-trips from
 Wilmington to Marcus Hook and return. The Chapter also had a
 sales table in the main waiting room, headed by Sales Chairman
 Dave Kopena. In addition to the FP7's and Amtrak equipment,
 Norfolk Southern had a black GP38 diesel on display and
 Wilmington & Western its 0-6-0 steam locomotive #58 and a
 coach for souvenir sales.

The FP7's that afternoon moved with the W&W
 equipment to CSX's Wilmere yard, where they were scheduled to
 be picked up Monday or Tuesday by a Brandywine Valley freight
 train for return to their maintenance base at Pocopson, PA. They
 had left Pocopson in May enroute to Philadelphia for the
 Philadelphia Chapter excursion on June 3, thence to Lancaster
 Chapter's station dedication at Christiana and on to Strasburg.
 Both units performed well during the entire operation.

PHILADELPHIA CHAPTER'S ANNUAL AUCTION
 Friday evening, November 17, 2000

Mark the date on your calendar and bring a friend!

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.

Roy Soukup, Jr. September 18, 2000

We regret to inform you of the passing of Chapter Member Roy Soukup, Jr., of Fairfax, Wilmington, DE, on Monday, September 18, 2000 after a short illness. Roy was 70.

Roy joined Philadelphia Chapter in 1981, and with his wife of 46 years, Lucille, frequently attended Philadelphia Chapter meetings, and was always an entrant in the Chapter's annual Ray Muller Slide Contest.

A native of Buffalo, New York, Roy graduated with a BS and MBA from the University of Delaware. He had served as official game recorder for the University's famed Blue Hens football team for some 20 years, as he worked as a systems analyst for the DuPont Company, the University of Delaware and Rollins, Inc.

Roy was perhaps best known as a noted church organist and choir director, following these musical pursuits for more than 50 years. Among the groups he had performed with were the Wilmington Symphony Orchestra and the Brandywiners Chorale.

In addition to Lucille, he is survived by a son and three daughters. A memorial service was held on Saturday, September 23 at the Episcopal Church of Saints Andrew and Matthew in Wilmington, with interment in Richmond, VA.

The Chapter extends its deepest sympathy to Roy's family, and extends our gratitude to them for having shared Roy with us in his pursuit of the railroading hobby.

Shortline Photos Needed for Upcoming Book

The *Cinders* staff has received a request from an author in the process of preparing a book on the "traditional" pre-Conrail Pennsylvania shortlines to be published by Morning Sun Books, Inc.

Author Gary R. Carlson is seeking color slides of railroad scenes, motive power, freight and passenger rolling stock, depots and other items taken in the time period from the 1950's through the 1970's.

Potential contributors who may have slides of these Pennsylvania properties they are willing to contribute are asked to contact Gary R. Carlson, 32 Rustlewood Drive, Southington, CT 06489-1753 (telephone 860-628-7271). Successful contributors will be acknowledged in the credits as well as receiving a complimentary copy of the book at the time of publication.

NRHS Dues Bills to be Mailed this Month

Chapter members should receive their dues bills for 2001 in the mail this month. Dues remain unchanged at \$31 for full NRHS national and Chapter membership. Bills have already been sent to Chapter-only members, who pay their national dues through another NRHS chapter.

Again, members will be asked for financial support over and above their basic dues, to assist in further work on the Chapter's ex-Reading FP7 locomotive #903 and other projects. Dues receipts generally are sufficient only to pay for the publication and mailing of *Cinders* and rental of our meeting room at Jefferson Alumni Hall.

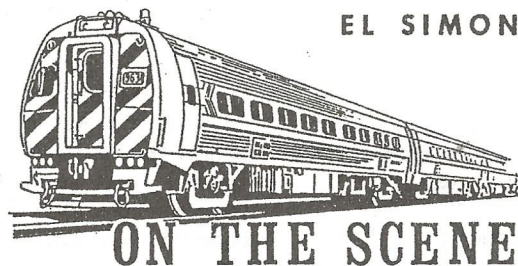
Dues should be mailed in the accompanying envelope to: Philadelphia Chapter NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, with checks made payable to the Chapter.

Doug Watts Relocates to Texas

Former Philadelphia Chapter President Doug Watts is getting settled into his new job as Senior Manager-Service Design, Pacific Northwest for Burlington Northern & Santa Fe Railway at Fort Worth, TX. Doug resigned as president of Philadelphia Chapter effective August 1, 2000 because of his pending relocation.

Doug has purchased a home in Fort Worth, and has asked that we provide you with his new address for the many members who will wish to contact him. His address is: 8012 Grand Junction Drive, Fort Worth, TX 76179-2520. His telephone number at home is 817-236-5054.

As he closes out his home in the Philadelphia area during October, Doug hopes to be present at the October 20th Chapter meeting to greet everyone.



With any kind of luck, the long-awaited introduction of Amtrak's high-speed Acela Express service will begin with the October 29 schedule change. Tentative plans call for one Washington-Boston round trip on approximately this schedule:

Read Down		Read Up	
Train 2150		Train 2175	
5:00 AM	WASHINGTON	11:45 PM	
6:35	PHILADELPHIA	10:05	
7:44	Ar NEW YORK	Lv 9:00	
8:05	Lv NEW YORK	Ar 8:42	
9:33	NEW HAVEN	7:16	
11:32 AM	BOSTON	5:15 PM	

Southbound Train 2175 will replace Acela Regional Train 133 on a faster schedule. It leaves Boston 15 minutes later, leaves New Haven 7 minutes earlier, leaves New York 30 minutes earlier, Philadelphia 46 minutes earlier and arrives Washington one hour earlier. This train will run weekdays only and make several additional stops to those mentioned above.

There will be additional high-speed trains as well as more through electrically-powered Acela Regional trains to Boston added in later "phases" during the life of the timetable. These steps will be driven by the availability of new locomotives and trainsets—and just when this will occur isn't clear at this time.

Meanwhile, of course, Amtrak will be free to insert the new trainsets onto existing Metroliner schedules, taking care to assign one less coach since the new trains have six cars while a Metroliner consists of seven cars.

Intensive testing of the Acela Express trainsets was continuing through the month of September, with trainsets seen testing between Boston and Mystic as well as around Torresdale on various occasions. At least eight trainsets had been completed by mid-September and several earlier sets were believed to have returned to the builders for interior completion and other modifications. Until Amtrak actually accepts a set, the railroad will not be able to confirm the actual launch date. There will be numerous other changes which I will cover next month.

At least three of the HHP-8 (formerly HHL) electrics have been accepted, with 654-655 and 659 observed working a variety of assignments. The 15-unit order will eventually number 650-664. As they enter service, Amtrak will finally experience some "breathing room" to ease the stress on the AEM-7 fleet and, in time, permit the retirement of the E60's from passenger train service. Several of the latter may remain for work train service.

Some confusion has been noted regarding the five AEM-7AC rebuilt electric locomotives. Their builder's dates are apparently stamped in advance and often do not agree with the "blue card" service records. For example, the 901's plate shows a date of 4-2000, but the card reflects 7-15-2000. There is no plate

on the 916, but its card date is 4-15-1999. The 918, meanwhile, bears a plate date of 1-2000 but its card says 2-11-2000 and the 924 carries a 2-2000 date with the card reflecting 4-11-2000.

Since the first refurbished TurboTrain has been released from Super Steel, a third trainset was moved to take its place. This set consists of power units 150 and 163, coaches 173, 176, 182 and café 189. One of the coaches may be intended for another consist.

The last Capstone cars programmed for Fiscal Year 2000 are on the Bear production line. Recent releases include coaches 82073 (ex-21657, 8-22-00); 82074 (ex-21644, 8-31-00); 82510 (ex-44660, 8-24-00); 82511 (ex-44661, 8-28-00); 82512 (ex-44663, 9-06-00); 82513 (ex-44666, 9-11-00); 82514 (ex-44662, 9-13-00); 82515 (ex-44667, 9- -00) and café 85001 (ex-20137, 8-25-00). Still to come are cars 82075-76, 82516-19, 85501 and 85002-04. It's just not clear what type of program will be mounted in Fiscal Year 2001, beginning October 1.

Prototype Viewliner sleeper 2301 has been transferred to Amtrak Intercity, which has elicited suggestions to be incorporated in a forthcoming upgrade to more closely match the standards of the "production" 62000-series sleepers.

The latest Amfleet II lounge car to be refitted with an enclosed smoking room is 28009-Albany Club. This makes 14 in all completed, including 28008-Pittsburgh Club, damaged in the August derailment of Train 97 at Lake City, SC. Among the names from our area proposed for the remaining 11 cars are Trenton Club and Wilmington Club.

Amtrak has assigned the four Amtrak West Amfleet cars to Trinity Railway Express, along with cab cars 9632 and 9633. Cars 43040, 44206, 44218 and 44227 are restriped in the current color scheme (i.e., NortheastDirect). For power, freshly rebuilt F40's 396 and 398 have been turned out in what is called "Desert Storm" dark olive – a color that would make a Marine proud and is apparently part of Trinity's livery. Recently observed were new bi-level cab cars 1001-1002 and refurbished bi-level 1051 (by Amtrak) but most service is still provided by 13 refurbished Budd RDC's that came from VIA Rail Canada.

Capitoliner control car 9652 was seen at the Bombardier plant in Quebec in late August. Rumors have suggested that similar cars could be a possibility on the Harrisburg line (as I recall, there was a Harrisburg-Atlantic City train with a cab car for a while).

Amtrak cab-baggage unit 90220 (ex-F40 220) has been seen around Chicago, but is still officially intended for Boston-Portland service next spring (along with its sisters, 90213 and 90214, based at Rensselaer for the time being).

(Continued on Page 4)

ON THE SCENE (Continued from Page 3)

The Superliner sleeper on the **Kentucky Cardinal** (Chicago-Louisville) was discontinued in mid-August and the third sleeper on the **California Zephyr** extended from Chicago-Denver to Chicago-Oakland — a market with much greater demand.

Amtrak temporarily used MARC coaches 141, 148, 163, 164 and 168 on Clocker Service trains around Labor Day. At least 37 of MARC's new bi-level cars had seen service on the Penn Line to Baltimore and Perryville, which is operated by Amtrak. Examples of all four car types have been noted.

California's fourth Surfliner trainset was on display in Chicago in mid-September for a major railroad industry meeting.

Several express box cars (including 71093, 71124) were moved to Arizona Railcar for repair of derailment damage.

On or about August 29, HHP-8 659 and **Acela Express** power unit 2004 were observed in a publicity photo session.

The Philadelphia-New London special train that began service to Connecticut's Foxwoods and Mohegan Sun casinos was programmed to begin service with two Metroliner Service coaches and one dinette. Power was to change at New Haven because the train was to be turned on the non-electrified wye at Groton, CT. On one recent return trip, F40 228 was used from New London to New Haven, replaced by AEM-7 #915. Equipment in the consist was Metroliner Service cars 44729, 48978 and 44707.

Amtrak has applauded the move by Senator William Roth of Delaware to attached a \$10 billion rail bond authorization to the Community Renewal and New Markets Act of 2000, which is designed to encourage community economic development nationwide. Moreover, Presidential Candidates George W. Bush and Albert Gore have expressed strong support for Amtrak and passenger rail development. Strong bi-partisan support has been expressed in both houses of Congress. The legislation, if enacted, would permit Amtrak to sell \$10 billion in high-speed rail bonds over the next ten years. The funds would be used to build new high-speed tracks, upgrade existing routes and purchase new rolling stock. The Federal government would provide tax credits to bondholders in lieu of interest payments, which may benefit certain investors.

Amtrak has widely publicized recent improvements in ridership and revenue. That's an encouraging sign. But, what is little publicized is what is happening to Amtrak's expenses—which may be increasing at a greater rate. There have been recent indications that Amtrak might experience a loss greater than anticipated and one hears reports of potential cutbacks in major programs like the Capstone and Amlounge II conversion programs. Amtrak has acknowledged that it must institute programs to make additional cuts in expenses. The risk, of course, is that deferred maintenance has to be made up later, and Amtrak has, unfortunately, been down this track before.

Jack Martin, longtime head of the National Association of Railroad Passengers advocacy group, passed away after a short illness on September 1. We hadn't spoken to each other in some 30 years, but Jack had been most helpful in keeping me informed of local scene action during my tour in the Air Force. I first met Jack at North Philadelphia station, where five or six of us, including Chapter Member Walter Schopp, would gather on Fridays or Sundays to watch the action.

The last year of my Air Force action was spent at Warner Robins AFB near Macon, GA. Perhaps once a month in that formative year of 1968 I would travel to Atlanta, where Jack then lived, and would borrow a stack of consist reports to review at my apartment. My trips were made on Central of Georgia's **Nancy Hanks II**, usually a little four-car gem made up of an EMD E7, combine, coach, grill-lounge and dome-parlor. Jack, whose passions were NARP and timetable collecting and sales, was considered a true friend of Amtrak.

It has been almost 60 years since the Pullman Company introduced air-conditioning on its cars. Although a general program would have to wait until 1934, Baltimore & Ohio's flagship **Columbian** between Washington and Jersey City received ice-activated air-conditioning equipment in the spring of 1931. For the record, the first air-conditioned Pullmans were, in fact, parlor cars, specifically two observations (**Colonial**, **Columbian**) and six parlor cars (**Edwina**, **Grace**, **Honora**, **Myrtle**, **Helianthus** and **Meadowsweet**). Two other cars were **Lincoln Memorial** and **Washington Monument**.

The first air-conditioned sleepers on the Pennsylvania Railroad were the **Eventide** and **Nocturne**, which were so equipped when rebuilt with 16 duplex single rooms in May, 1933. The **George Washington**, **Capitol Limited** and **National Limited** had been air-conditioned in 1932 and the PRR received many air-conditioned parlors in 1933.

Locally, the Reading fielded two air-conditioned trainsets, including three Pullman-owned parlor cars, on the Philadelphia-Jersey City route in the summer of 1934.

Basic RailCamp 2001

Steamtown National Historic Site
Scranton, Pennsylvania

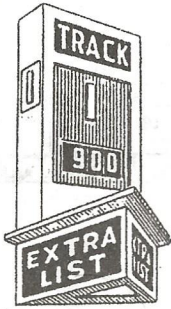
Two Sessions:
July 22-28, 2001
August 12-18, 2001

Basic RailCamp 2001, a joint program of NRHS and the National Park Service, is open to young adults entering the 9th grade in September 2001 to having completed 12th grade in June, 2001. Each session is limited to 24 participants. Tuition of \$550 includes lodging and meals at the University of Scranton, and instruction from Park Service personnel at Steamtown, covering rail history interpretation, equipment restoration, railroad operations. Field trip to operating rail facility is included.

Descriptive folder available December 2000 from:

RailCamp 2001
National Railway Historical Society
Post Office Box 58547
Philadelphia, PA 19102-8547

"Creating a new generation of rail history preservationists"



October 7-8: East Broad Top Railroad Fall Weekend at Rockhill Furnace, PA, featuring four narrow-gauge locomotives under steam and streetcar operations at nearby Rockhill Trolley Museum. For information, contact East Broad Top Railroad, P. O. Box 158, Rockhill Furnace, PA 17249-0158 (telephone 814-447-3011 or visit website at www.febt.org).

OCTOBER 7-8: Railfest 2000 at Altoona, PA, 9 AM-6 PM both days, sponsored by Altoona Railroaders Memorial Museum, Norfolk Southern and Amtrak. Events include walking tours of NS Juniata locomotive shop and Hollidaysburg car shop, equipment displays, and Amtrak-operated excursions via Horseshoe Curve to Gallitzin and return. Admission tickets good for both days are \$15 adults and \$4 for children (5-15). Excursion tickets are \$14 per person. "Weekender" tickets for Railfest admission and one excursion are \$25 adults and \$16 children. Trains leave Altoona Saturday at 11:10 AM, 1:05 and 3 PM; Sunday at 9:15 and 11:10 AM, 1:05 and 3 PM. (When ordering, specify desired train departure.) Order tickets from: Railfest Tickets, Altoona Railroaders Memorial Museum, 1300 9th Avenue, Altoona, PA 16602-2487. Visa and MasterCard accepted. Telephone 888-4-ALTOONA (or visit website at www.railroadcity.com).

OCTOBER 8: "Old Sowbelly Railroad" walk and tour, covering about two miles of the long-abandoned Delaware River & Lancaster Railroad in Chester County, led by Historian Clyde Scheib and sponsored by Chester County Parks & Recreation Department. Admission free. Participants should meet at the Mount Pleasant Road parking area, Warwick, PA, at 2 PM. For information, telephone 610-469-1916.

OCTOBER 8: Special train from Port Clinton to Tamaqua, PA and return via Reading & Northern Railroad, using RBM&N Budd RDC's, sponsored by Schuylkill County Visitors Bureau. For information, contact the Visitors Bureau, 91 South Progress Avenue, Pottsville, PA 17901-3087 (telephone 800-765-7282).

OCTOBER 14: Diesel-powered fall foliage special from Port Clinton to Jim Thorpe, PA and return via Reading & Northern and Carbon & Schuylkill Railroads. For information, contact R&N Railroad Passenger Operations, P. O. Box 218, Port Clinton, PA 19549-0218 (telephone 610-562-2100 or visit website www.readingnorthern.com/passenger.shtml).

OCTOBER 14-15: Everett Railroad diesel-powered excursions from Roaring Spring, PA, over former Pennsylvania Railroad branchlines, sponsored by Horseshoe Curve Chapter NRHS. Trains leave Saturday for Hollidaysburg at 9 AM, 12 Noon and 3 PM, and Sunday for Martinsburg at 1 and 3 PM. Fares: \$13 adults, \$11 seniors, \$7 children (15 and under). For information, contact: Horseshoe Curve Chapter NRHS, c/o M. Richard Charlesworth, 903 Penn Street, Hollidaysburg, PA 16648-2251 (telephone 814-695-2201 evenings, or visit the Chapter's website at www.trainweb.org/horseshoecurve-nrhs).

OCTOBER 14-15: Fall foliage excursions from Hagerstown to Cumberland and Oakland, MD via CSX, using MARC equipment, sponsored by Hagerstown Chapter NRHS, Hagerstown Roundhouse Museum and Western Maryland Scenic Railroad. Diesel-powered train leaves Hagerstown at 7:30 AM

both days, arriving Cumberland 9:30 and Oakland 11:45 AM, leaving Oakland 3:30 and Cumberland 6 PM, arriving Hagerstown 8:30 PM. Fares: Hagerstown-Cumberland \$39 adults, \$20 children; Hagerstown-Oakland \$79 adults, \$50 children. These trips coincide with the annual RailFest in Cumberland, and Cumberland passengers will be able to ride the Western Maryland Scenic's steam-powered train to Frostburg, MD and return (additional fare). Order Hagerstown-Cumberland and Hagerstown-Oakland tickets from: Hagerstown Roundhouse Museum, P. O. Box 2858, Hagerstown, MD 21741-2858, making checks payable to "HRM." Visa and MasterCard accepted. For information, telephone 301-739-4665 (Friday-Sunday 1-5 PM).

OCTOBER 21: Celebration of 50th anniversary of the delivery of the first Budd RDC's to Pennsylvania-Reading Seashore Lines, at Cape May, NJ, sponsored by West Jersey Chapter NRHS. Regular train of Cape May Seashore Lines, leaving Fairgrounds station, Cape May Court House at 10 AM, will carry the special party, each of whom will receive free souvenir of the occasion. Ceremony at Cape May expected to include speakers connected with introduction of RDC's to PRSL. Regular fare of \$8 per person applies. Eight of 12 original PRSL RDC's (two operating) are now based on CMSL. For information, contact West Jersey Chapter NRHS, P. O. Box 647, Palmyra, NJ 08065-0647.

OCTOBER 21: Repeat of October 14 fall foliage special from Port Clinton to Jim Thorpe, PA and return. For information, see October 14 item.

OCTOBER 23: Metro-North Railroad excursion powered by two of MN's venerable ex-New Haven FL9 dual-powered locomotives, from Grand Central Terminal, New York, to Poughkeepsie, Brewster and Wassaic, NY and return, sponsored by New York Division, Electric Railroaders' Association. Special train leaves Grand Central 8 AM. Photo stops and a lunch stop are scheduled. Fare: \$60 per person. Order tickets from: New York Division, ERA, Inc., P. O. Box 3001, New York, NY 10008-3001, enclosing stamped, self-addressed envelope. For information, telephone 212-986-4482.

OCTOBER 28: "Chocolate Festival Express" from Hoboken to the Chocolate Festival at Hackettstown, NJ, via NJ Transit, sponsored by United Railroad Historical Society. Fares: \$25 adults, \$10 children (under 12). Order tickets from: United Railroad Historical Society, 112 Hill Top Lane, Neshanic Station, NJ 08853-4148, enclosing stamped, self-addressed envelope. For information, telephone 732-671-9644 evenings, or visit website at www.urhs.org.

OCTOBER 28-29: Autumn Rail Excursion from Williamantic and Mansfield Depot, CT to Amherst, MA and Brattleboro, VT over New England Central Railroad, sponsored by Connecticut Eastern Chapter, NRHS, using Green Mountain RR equipment. Special train departs Williamantic 7:30 AM, returns 5:50 PM. Fares: adults \$45, children (under 15) \$25. Order tickets from: Transit Alliance, 303 Mount Hope Rd., Mansfield Center, CT 06250, making remittances payable to Green Mountain Railroad. For information, telephone 860-429-5781 after 6 PM.

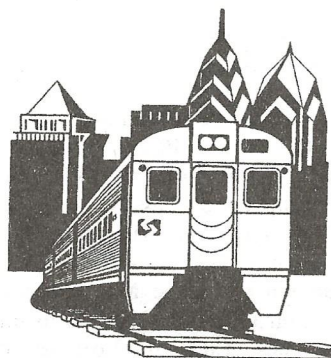
NOVEMBER 4: "L&NE Photo Freight", on Wanamaker, Kempton & Southern Railroad, sponsored by Jersey Central Railway Historical Society. Train will feature L&NE livery Whitcomb 65-ton diesel, L&NE gondola and caboose.

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PHILADELPHIA



FRANK G. TATNALL, JR.



SEPTA REGIONAL RAIL

The program to stripe the entire MU car fleet should be completed by October 20. At the end of September, only 25 of 231 General Electric Silverliner IV cars had not received their red-blue-white window-area decals and end striping, while 11 of 39 Budd II's still awaited the new image. Eleven of 20 St. Louis III's had the new stripes applied, including six of the eight "yellowbird" Airport cars. The last two, #238 and 239, were to lose their yellow striping in early October.....Sperry car #134 was roaming SEPTA lines last month, testing rails for hidden defects. Published reports indicate that Sperry will soon decommission its antiquated test cars—most of them former doodlebugs built in the '20's and '30's—in favor of more flexible hi-rail vehicles.

As mentioned here last month, a new signal system was placed in service August 20 on the R3 Neshaminy Line between Jenkintown and Neshaminy Falls. But, in a change of policy, the newly-installed wayside signals have been turned aside and the line is operated under NORAC Rule 562, which governs movements where cab signals are used without fixed automatic block signals. Trains can operate in either direction on either track (Rule 261).....Trackwork and catenary replacement on the Neshaminy Line has resulted in delays during the midday hours for R3 West Trenton trains.....Ex-LONG ISLAND Alco "power pak" 615 will begin its SEPTA service this month. It will be the cab control unit on a work train spreading non-slip gel on rails during the fall leaf season. The 615 has been repainted solid blue with yellow lettering and numbers.

Push-pull trains, restored to the R3 West Trenton Line in August, suffered breakdowns on three consecutive days last month. The most serious delays occurred on Friday, September 8, when train 6321 stalled on the Delaware River bridge because AEM-7 #2304 lost its control functions. The train was finally pushed back to West Trenton where repairs were made, but it was taken to Frazer shop behind diesel power. The evening before, train 6246 to Warminster was operated with MU's because a push-pull train failed that morning on the R3 line.....A 34-year-old Philadelphia woman was struck and killed by a CSX freight train September 1 near the R3 Langhorne station.

With the R3 West Trenton and R7 Trenton lines expecting increased traffic due to the upcoming construction on Interstate 95, SEPTA is facing a serious shortage of parking spaces on both routes. A recent *Metro* article reported that the West

Trenton line now averages 4,600 daily riders but has only 2,300 parking spaces at its stations. The Trenton line has 4,800 riders but only 3,000 spaces (1,600 of which are at the Cornwells Heights station). This year, SEPTA is adding 55 spots at Yardley (total 285), Philmont will get 79 more spots (total 270), and a new lot at Woodbourne will add 440 spaces to the existing 79. Trevoise received 29 additional spaces in 1998 and Neshaminy Falls 53 in 1999.

Delaware Valley Regional Planning Commission held a public meeting September 6 at King of Prussia to hear comment on SEPTA's proposed Schuylkill Valley Metro between Philadelphia and Reading. Most of those testifying supported the MetroRail project, although the Delaware Valley Association of Rail Passengers spokesman and others decried the minimum seven-year delay in starting the service. They suggested that SEPTA scrap the plan for 15-minute headways during rush hours and instead restore limited passenger operation over NORFOLK SOUTHERN rails, providing an acceptable service if the full \$1.4-billion for MetroRail is not obtained. But a September 19 letter from NS to DVRPC's Regional Citizens Committee made it clear that the freight carrier is not agreeable to sharing its tracks with commuter trains. Citing expected increases in freight volume, NS said that "(Schuylkill Valley Metro) operation on separate tracks is the only long-term practical way to accommodate frequent passenger service and passenger growth in this corridor." DVRPC must add the Schuylkill Valley Metro to its long-range regional transportation plan before SEPTA can apply for Federal funding.

The *Inquirer* on September 19 carried a feature article on SEPTA's restoration of historic Overbrook station. Beset with numerous delays, the cost of the project has ballooned from \$1 million to \$6.3 million, with completion now expected in early 2001. The article erroneously states that Overbrook, built around 1862, is the oldest station on the Pennsy mainline between Philadelphia and Pittsburgh. Actually, that honor goes to Lewistown station, built in 1849 and now owned by the PRRT&HS.....Work continues on the restoration of the historic R5 Radnor and Strafford stations, completion of which is also expected early in 2001.....Full high-level platforms have been placed in service at Colmar and Link-Belt stations on the R5 Doylestown Line.....SEPTA now plans to open its new Baldwin station at Eddystone in the summer of 2002.

Those new computerized train arrival signs are in service on the platforms at 30th Street Station. Colorful, easy-to-read train monitors have also been installed at 30th Street and Market East, early evidence of SEPTA's still-in-progress audiovisual public announcement system.....The new Upper Level elevators at 30th Street were still not in service at the end of September.....SEPTA has extended the contract of Edens Corp. for staffing ticket offices at Regional Rail stations, except for center city stations where Blue Ribbon Vending Company retains its contract.....SEPTA's project to renovate Suburban Station

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PHILADELPHIA EXPRESS

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will cost a total of \$49.9 million through 2004, according to the current capital program. More than 50,000 commuters pass through the station each weekday.



SEPTA TRANSIT

Ridership continued to grow during July and August, exceeding both the budget and year-ago figures. In July, daily originating trips of 670,000 met 100.6 percent of the budgeted goal and were 0.4 percent higher than July 1999. August, typically the heaviest vacation month, averaged 648,000 daily trips which were 2.7 percent over budget and 4.2 percent above last August. SEPTA enjoyed a substantial boost from the Republican National Convention, providing more than 250,000 convention-related trips during the period July 28-August 4. Over 106,000 passengers were carried on the special buses chartered from SEPTA to carry delegates between their hotels and the First Union Center in South Philadelphia. (These were not included in the system figures.) For the first two months of Fiscal Year 2001, which began July 1, SEPTA took in total revenues of \$62.6 million, producing a deficit after subsidies of \$1.7 million. Charter revenues were \$490,000, which fully covered those operating costs. The cumulative surplus for 12 months of FY 2000 was \$896,000, on total revenues of \$376.2 million. Operating expenses for the year were \$764.1 million.

Apparently throwing in the towel on its proposed purchase of articulated light rail cars for the to-be-revived Girard Avenue line, SEPTA is now planning to convert 19 retired PCC cars for the service. The cars would be completely rebuilt, to include air conditioning and wheelchair lifts.....A public notice last month said that SEPTA wishes to formalize the extension of Route 23 buses to the Broad Street subway station at Broad & Oregon, "until such time as Route 23 returns to streetcar operation".....As an offshoot of the Schuylkill Valley Metro project, the City of Philadelphia is pressing SEPTA to build a new trolley line between 52nd Street in West Philadelphia and center city. The route would follow the now-discarded SVM light-rail route past the Zoo and along the abandoned ex-Reading "subway" just north of Callowhill Street, which SEPTA purchased from CONRAIL several years ago.

Owing to an expected shortfall in Federal and State funding, SEPTA may be forced to reduce its Fiscal Year 2001 capital budget from \$485 million to around \$400 million. This will mean a cutback in several projects.....SEPTA observed Try Transit Week September 10-16, aimed at attracting non-users to the transit system.....As reported here last month, SEPTA generally turned in a stellar performance during the Republican National Convention. But there were some glitches, mainly the numerous bus detours caused by widespread street protests in center city. On Sunday, July 30, the U.S. Secret Service, acting on a tip, searched a bus during the Penn's Landing fireworks display, and on Monday the 31st the Market-Frankford Line was disrupted when a man was struck by a train at the 46th Street station. On Tuesday, August 1, the Broad Street subway was halted briefly as police searched for a man carrying a container of gasoline. The same evening a woman fell on the track at the 46th Street station but she was not hit by a train. Subway-surface cars were delayed

by an overhead wire failure, and a suspicious package at the Tasker-Morris station of the Broad Street subway interrupted service for an hour as the Bomb Squad investigated. (It was a false alarm.)

Steve Brookens, the controversial president of Transport Workers Union Local 234, was reportedly under investigation last month by his international union for "financial malpractice" and other alleged violations. Local 234 officials said the charges were the result of internal politics, but the dispute could weaken the union's position in next year's contract negotiations with SEPTA. The current contract with Local 234 expires March 15.....The Route 100 Norristown High Speed Line was shut down for over three hours on the afternoon of September 19, when a heavy rain and windstorm felled a tree across Peco power lines north of County Line station. During the shutdown, shuttle buses ran between Radnor and Norristown.....Effective September 4, SEPTA improved its weekday evening service to Norristown, cutting headways to 20 minutes. All Bryn Mawr locals have been eliminated.

Former SEPTA General Manager Joseph T. Mack died last month at age 75. The Newtown Square resident worked for Red Arrow Lines for 24 years until that system was absorbed by SEPTA in 1970. He became treasurer at SEPTA, then was named general manager in 1984 when David Gunn resigned to go to New York City Transit. Mack retired in 1987 after 41 years in the transit industry.....The 200 new 40-foot, low-floor buses from New Flyer will come equipped with front-end bicycle racks. Deliveries are to begin next year.....SEPTA will budget \$45 million for the design and acquisition of 45 to 50 new trackless trolleys over the next five years, to replace the existing 21-year-old fleet.....The American Public Transit Association has scheduled its annual convention for next September in Philadelphia.

SEPTA has begun installation of its communications-based train control system in the subway-surface tunnel. Routes 10, 11, 13, 34 and 36 cars are being diverted to 40th & Market Streets weekday and certain weekend evenings. The state-of-the-art signal system is being partially funded by Adtranz as a penalty for late delivery of the M4 Market-Frankford cars.....Market-Frankford Line passengers are riding bus shuttles between Frankford Terminal and center city stations on weekends through mid-November, to permit major signal and station construction work.....We have been corrected on last month's report concerning truck replacements on the M4 Market-Frankford cars. Only half of the trucks, built in the U.S. for account of the Australian contract holder, have had problems. These trucks will be rebuilt and may receive new frames.



AMTRAK

Four weeks after announcing its "Satisfaction Guaranteed" program for passengers, AMTRAK reported all-time record ticket revenues of \$107.2 million in July and a ten-year ridership high of more than two million passengers during the month. The revenues represented an 11.8 percent increase over the previous July. "Amtrak is having its best summer ever, because we're putting the guest at the center of everything we do and backing it up with a one-of-a-kind guarantee," said Amtrak President George Warrington (*Bull Sheet*).....In reviewing its

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guarantee program, AMTRAK says that it's at 99.6 percent and hopes to get it to 99.8 (that is, four dissatisfied customers per 1,000 requesting travel vouchers); the goal is two (NARP).

AMTRAK's Northeast Corridor is on track to its best summer on record with \$53 million in ticket revenues during August, capping three consecutive months of record-breaking sales. The August revenues represented a nearly 22-percent increase over August 1999, while ridership rose 11 percent to 1.14 million passengers. Metroliners carried 194,931 passengers in August, a rise of 18.6 percent.

On the downside was a report to Congress by Kenneth Mead, inspector general of the U.S. DOT, which concludes that "without major corrective action" AMTRAK will not achieve Congressionally-mandated self-sufficiency in operations by 2003. The report also questions Amtrak's current policy of route and service expansion.....AMTRAK supporters are still pressing Congress, in its final session before the November elections, to approve the High Speed Rail Investment Act. Actually, there is considerable support in Congress and the states for this measure, which would authorize Amtrak to sell up to \$10 billion in bonds over ten years for developing high-speed rail "corridors of the future" (NARP).

The historic ex-Pennsy North Philadelphia station has been transformed from shabby abandonment to a beautifully-restored exterior. As part of the redevelopment of the area, which includes a new Pathmark supermarket nearby, the 1901-vintage station building now houses a Lot bargain store.....With the completion of trackwork between Harrisburg and Middletown, AMTRAK has raised the speed on the #2 westbound track from 70 to 110 mph. That speed applies to electrically-powered trains consisting exclusively of Amfleet and similar cars, with 95 mph applying to all other passenger trains such as #41 Three Rivers (Harrisburg Chapter).



CSX
NS

OTHER ROADS

The six largest North American railroads, including CSX and NORFOLK SOUTHERN, are working to establish an Internet-based marketplace that would serve the railroads and their suppliers, linking buyers and sellers of railroad equipment (*Train-It*).....Two rare slip-ups appeared in this column last month. Locomotive Leasing Partners is actually a joint venture of General Motors' Electro-Motive Division and GATX Corp. Also, that whistle-stop special for GOP Presidential Candidate George W. Bush actually operated via CSX from Pittsburgh, not NS as originally planned.....The Academy of Industrial Training at Lester, PA has received another switcher from CSX. It is SW1500 #1087 (ex-CONRAIL #9572 still in CR paint), replacing SW1500 #1081 (ex-CR 9558), which was among the units recently traded to Locomotive Leasing Partners (see September *Cinders*).

The NJ TRANSIT board has finally approved NJT plan to build a passenger station adjacent to a new storage yard in Morrisville, PA. The station and yard will be on a portion of CONRAIL's former Morrisville yard, which is located off the AMTRAK Northeast Corridor. The approval came after several years of delay caused by a concern that a facility in Pennsylvania would siphon both jobs and passengers away from Trenton, just across the Delaware River (*Delaware Valley Rail Passenger*).....NJT has announced that it has extended the completion date for a study on reviving passenger service to West Trenton. The \$371,000 study is now expected to be completed in late 2001. Among the issues to be considered is the building of additional track along CSX's ex-Reading line and the location of stations. Although this was the route of the Reading's Crusader and Wall Street, there has been no passenger service north of West Trenton since 1982 (Jersey Central Chapter).

NJ TRANSIT has officially adopted its \$1-billion budget for Fiscal Year 2001. The budget calls for no fare increases for the tenth year in a row but the agency still faces a long-term deficit of about \$2 billion over the next five years. NJT will acquire 24 new electric locomotives and 1,244 buses.....The Delaware River Port Authority is buying 51,000 concrete ties for \$3.9 million to replace aging wood ties between Camden and Lindenwold (DVARP).....Longtime Jersey Central Chapter Member Homer Hill, 85, passed away last month. He was an accomplished photographer who founded Hill Press of Bernardsville, NJ and was also instrumental in the founding of *Railpace* Newsmagazine in 1982.

The Trolley Car diner has opened at 7619 Germantown Avenue in Mount Airy, sporting an old-style neon sign depicting a Route 23 PCC over the door. The authentic 1950's stainless-steel diner, formerly Palooka's in Wilkes-Barre, was moved here last year, and has been joined with the former Roy Rogers Restaurant on the site. The old Route 23 rails pass directly in front of the diner.....PennDOT is distributing \$7 million in rail freight grants to help finance 45 rail freight projects in the state, mostly on shortlines.....CANADIAN NATIONAL subsidiary GRAND TRUNK WESTERN was the only U.S. Class I railroad to earn its cost of capital in 1999, according to Surface Transportation Board figures. For the year, STB put the cost of capital at 10.8 percent, meaning that any railroad earning less than that return on investment is "revenue inadequate", for purposes of maintaining its physical plant and seeking outside capital. NS's ROI for the year was 5.17 percent while CSX's was 3.82 percent. Overall, the industry had a rate of return of 6.39 percent (*Train-It*).

Former CONRAIL Executive Gary M. Spiegel has joined RailAmerica as executive VP and chief operating officer. Spiegel served as CSX's senior VP-operations before leaving in May, after President Ronald Conway and another ex-CR officer were dismissed. RailAmerica manages 42 shortlines and regional railroads (*Railway Age*).....Last month, WILMINGTON & WESTERN was to begin construction of two steel bridges to replace spans destroyed by Hurricane Floyd a year ago. Five other wooden bridges will also be rebuilt.....General Motors has consolidated several of its divisions, with all locomotive business now handled under the familiar name of Electro-Motive Division (*Railfan & Railroad*).

NRHS Spring, 2001 Board of Directors Meeting
Philadelphia, Pennsylvania
April 20-22, 2001
Philadelphia Airport Marriott Hotel
hosted by Philadelphia Chapter, NRHS

Old Chapter Excursion Files Receive an Information Boost

In our September issue, we issued an appeal for equipment consist information on Philadelphia Chapter excursions operated in the 1940's and 1950's. Editor Larry Eastwood had received several inquiries about old Chapter trips from authors who had come across some old photos and information.

Subsequently, we contacted Bob Janssen, legendary Baltimore Chapter member whose "Travelin'" columns in their newsletter provide detailed itineraries of trips Bob's taken over the years, both on regularly scheduled trains as well as fantrips. Bob participated in the 597th fantrip of his lifetime over Labor Day weekend. In response to our request, Bob was able to provide the consist of any number of Chapter trips, both traction and mainline rail, from this era.

We had asked about the consist of a September 28, 1958 trip on the Reading and Lehigh & New England Railroads from Philadelphia to Pen Argyl, PA and return. The train was led by FP7's #904 and 905, coaches 1474, 1496, 1376, 1393, combine 515, coaches 1380, 1468, 1360, 1432 and 1366.

Another trip, this one steam-powered, ran over the Reading and Jersey Central on September 19, 1948. Member Bert Pennypacker rode this trip and was able to tell us that the Jersey Central steam locomotive was Class G2s Pacific #830. He says this locomotive was used from Allentown, PA to Port Reading, NJ. The CNJ also added coach 854 at Allentown, which was outfitted with a movie projector, providing continuous showing of the railroad's publicity film, **The Big, Little Railroad**, a copy of which is today in the NRHS Film Library in Philadelphia.

Bob Janssen provided us with the consist of the remainder of the train, which used Reading G2sa Pacifics 203 and 204, coaches 1509, 1418, 1464, 1376, 1296, café car 1191, coaches 1450, 1413, 1336 and CNJ observation car 1178. The train operated from Reading Terminal via the Main Line and Perkiomen Branch to Allentown, then via CNJ with photo stops at Bethlehem Engine Terminal and Bloomsbury, NJ. The train ran to Elizabethport then south to Port Reading where it regained RDG rails. After a photo stop at Port Reading, the trip returned to Philadelphia via the New York Short Line.

Another Chapter fantrip operated via the RDG, CNJ, Lehigh & Hudson River and L&NE from Philadelphia to Maybrook, NY on October 14, 1956. This was a 15-car train consisting of coaches 1376, 1457, 1364, 1384, diner 1186 (later the **Iron Horse Ramble** food service car), coaches 1366, 1437, 1492, baggage car 1715, coaches 1496, 1372, 1360, 1432, 1493 and 1367.

Powering this excursion were RDG Fairbanks-Morse TrainMasters 861 and 863. We thought that perhaps this was the only time that the big 2,400-hp units were ever used on a fan trip, but then in the last week of September, information surfaced that there was another trip, documented by photos, showing a Reading consist on the Delaware, Lackawanna & Western at the Delaware Water Gap, headed by a single TrainMaster, the 864. It turns out that this trip was operated by the old Metropolitan Philadelphia Railway Association on October 12, 1958, the same year as the NRHS trip on the L&NE through Lehigh Gap. Does any member

have a trip flyer or itinerary from that MPRA trip of which Editor Larry Eastwood might secure a copy. A book is being written by Author Mike DeVecchio with photos of this trip, and he'd like to have some additional supporting information, if any Philadelphia Chapter member has it in their files.

Other consists of trips operated on the Reading and Pennsylvania Railroad have been provided to us, and we'll try and assemble and publish them in a near future issue. Bob Janssen had also participated in any number of traction trips throughout this era, and we have obtained the trolley numbers of those outings, too.

At a future date, we'll also be publishing a list of other Chapter fantrips for which we do not have consist information, in the hopes that some of you may be able to provide information that our Editor can place in the Chapter's permanent archives. Black and white photos from some of these trips would be helpful, too, to assist in leaving more complete set of records for future researchers.

Now Available at the Philadelphia Chapter Bookstore:

Trackside Under Pennsy Wires

with James P. Shuman

by Jeremy F. Plant

published by Morning Sun Books, Inc.

Member Price: \$45.00 per copy

This excellent photo book by Charter NRHS Member

James P. Shuman of Lancaster Chapter covers

electric action on the PRR west of Paoli in the

late 1950's and early 1960's.

Available for sale at the October 20 Meeting

EXTRA LIST

(Continued from Page 5)

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.jrcrhs.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 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.

Steamtown Rail Expo Draws Labor Day Crowd

Rail Expo 2000 at Steamtown National Historic Site drew thousands of visitors to Scranton over the Labor Day weekend. Among them were several Philadelphia Chapter members, and a group of NRHS national officers attending a meeting at Steamtown.

A centerpiece of the event was the U. S. Postal Service's "Celebrate the Century Express," a four-car exhibit train highlighting postal history with emphasis on the hundreds of commemorative stamps issued over the past century. Enlargements of stamps and postmarks adorned the yellow flanks of the diesel locomotive and first two cars, and a tent was set up for the sale of stamps and special cancellations. The train consisted of Amtrak P42 locomotive #100, baggage-storage car #1252, Amfleet display car #21044, a converted coach; restored Railway Post Office car #36, a former Southern car owned by retired Norfolk Southern Executive James Bistline; and privately-owned five-section lounge-observation car **Kitch Gammi Club**.

The colorful "Express" is in its final season, after a two-year nationwide tour. The previous weekend it had been on display at the B&O Railroad Museum in Baltimore, and was next scheduled to appear at the Danbury Railroad Museum in Danbury, CT. It will not visit Philadelphia.

As in past Expos, Amtrak provided a rolling stock display. P42 diesel #110 and converted cab-baggage unit #90213, both in the new blue-stripe paint scheme, were spotted at the turntable inside the Steamtown complex, while F40 #287 and Heritage café-lounge car **Saratoga Inn** from the **Adirondack** service were outside. An Amtrak crew led by Empire Service Manager Wes Coates served sandwiches, snacks and light refreshments in the car.

A prominent no-show was the advertised Norfolk Southern display car. It was reported that NS misrouted the car from Allentown to Elkhart, IN rather than to Scranton. The regular twice-a-day excursions to Moscow, PA and return were operated behind ex-Canadian Pacific 4-6-2 #2317 to near sell-out crowds. Many exhibits, videos and displays such as a re-created hobo camp were also part of the festivities, which appealed to the general public as well as railfans. The nearby Electric City Trolley Station & Museum was open to visitors, although no cars were yet in operation.

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2001 NRHS Convention – St. Louis, MO

June 19-24, 2001

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