

# CINDERS

## SEPTEMBER 2000



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Volume 61

Newsletter of the

Number 8

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

NATIONAL RAILWAY HISTORICAL SOCIETY  
 PHILADELPHIA CHAPTER, INC.  
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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.

## MEETING NOTICE:

### FRIDAY EVENING, SEPTEMBER 15, 2000

Eakins Lounge, Alumni Hall, Thomas Jefferson University,  
 1020 Locust Street, Philadelphia, PA (three blocks south of  
 Market East Station)

Dinner at 6:15 PM (\$19.00 per person), Meeting at 7:30 PM  
 Parking in Wills Eye Hospital garage, 9<sup>th</sup> Street above Locust  
 (\$5.00 after 6 PM), or Parkway Garage, also 9<sup>th</sup> above Locust  
 (\$5.75 after 6 PM), Downtown Garage, Walnut Street east of  
 10<sup>th</sup> (\$4.00 after 6 PM)

Our September 15, 2000 meeting will feature our annual Members' Slide Program, at which you are able to screen slides of your own personal rail activities during this Summer 2000 season. Maybe you've been to the 2000 NRHS Stamford Convention, viewed the test runs of Amtrak's Acela Express trainsets (and HHL locomotives), or recorded the special moves surrounding the 2000 Republican National Convention in Philadelphia. You're invited to share this season's slide memories with your fellow members.

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, SEPTEMBER 12, 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!**

## Members' Assistance Needed at Upcoming Fall Train Shows

Sales Committee Chairman Dave Kopena desperately needs volunteers to assist in manning the Chapter's tables at upcoming shows this season.

The Chapter will appear at four different shows: Saturday, September 30 at The Delaware Transportation Festival at Amtrak's Wilmington station; Saturday and Sunday, November 4 and 5, at Greenberg's Show at the Pennsauken (NJ) Expo Center; Saturday, November 18 at the Chalfont PBA Train Show at Lenape Junior High School in Doylestown, PA; and December 9 and 10 at the Greenberg Show at Fort Washington Expo Center.

Volunteers need not be present for the entire show, but just manning the table for an hour or two to assist Dave is of great assistance. At the July 29-30 Greenberg Show in Pennsauken, David was by himself on Saturday and was assisted on Sunday by Sheila Dorr. This represents an unfair burden on a very small number of individuals. These shows are an important means by which the chapter publicizes its activities, as well as raising funds for our FP7 project through the sale of books and other items.

This is a fun way to meet fellow rail enthusiasts while helping your chapter at the same time. For complete information and to volunteer for any of the above dates, please call Sales Committee Chairman Dave Kopena at 215-441-8092. Thank you.

## “Trains” Publishes Story on Chapter’s FP7 Special

A nearly-full-page report on Philadelphia Chapter’s June 3 fantrip, showcasing former Reading FP7 locomotives #902 and 903, appears on page 78 of the September issue of *Trains Magazine*. The story was written by *Classic Trains* Editor and Chapter Member Rob McGonigal, who was on board the five-car SEPTA train. A color photo taken at West Trenton tops the report. Philadelphia Chapter’s Bob Morris and Lancaster Chapter’s Cindy Bowers are given credit for heading the Chapters’ joint restoration effort.

Philadelphia Chapter thanks Rob for this impressive coverage of the FP7’s first visit to home rails in the Philadelphia Region since 1981. A complete report on the excursion was published in the August issue of *Cinders*.

Other photo coverage of the trip appeared in the August issue of *Railpace* (three photos by Rick Ahern and Art Megraw on Page 17) and in the October issue of *Railfan & Railroad* with a Steve Barry photo (Page 29) of the train under the electric transmission towers on the Norristown Line. *Railpace* also printed a photo (Page 15) of #902 and 903 at Lancaster Chapter’s newly-restored station in Christiana, PA, during the dedication ceremonies on June 10.

## Morning Sun Announces New Pennsy Electric Book for October 1; Chapter Store to Receive Supply

Morning Sun Books has announced it will issue **Trackside Under Pennsy Wires**, by Jeremy F. Plant with longtime Lancaster Chapter NRHS Member James P. Shuman, on October 1, 2000.

This 128-page hardcover book will feature Shuman’s color photography in the late 1950’s and early 1960’s covering electric operations on the mainline (Paoli to Harrisburg), the A&S Branch and the Port Road.

Listing for \$54.95, the book will be available through the Chapter’s bookstore for \$45.00, tax included, at the October 20 meeting. If received in time, the books will be available at the Chapter’s sales table at the Delaware Transportation Festival 2000 at Amtrak’s Wilmington station on Saturday, September 30.

The Chapter has also added numerous titles published by TLC Publishing, of Lynchburg, VA. These hardcover books often deal with passenger service and motive power from various railroads. These new books will be available at the September 15 Chapter meeting.

## 1950 NRHS Convention Hosted by Philadelphia

Labor Day Weekend 50 years ago found Philadelphia Chapter NRHS hosting the NRHS Convention, headquartered at the old Adelphia Hotel, 13<sup>th</sup> & Chestnut Streets.

A low-key event, NRHS delegates on Saturday, September 2 found themselves on an inspection tour of our town’s railroad facilities, then owned by the Pennsylvania Railroad, Reading Company and Baltimore & Ohio. That evening, the banquet was held at the Adelphia, with “entertainment full of railroad interest”.

## Twelve Members Reach 25-Year Mark

Leroy S. Dietrich, NRHS Chairman of the Board, has notified the Chapter’s officers that 12 members have reached the 25-year milestone in continuous Society membership, making them eligible for the silver pin which marks this achievement.

These members who joined the Society in 1975 are Wayne N. Blattner, Christian J. Bradley, Joel S. Crossman, Abraham Holtz, David Kopena, William Leonard, Robert I. Oliphant, Joel H. Shannon, Andrew R. Toton, Waldo A. R. Tulk, Edwin C. Tyrrell, Jr., and Robert E. Young.

Those members who regularly attend Chapter meetings will be recognized at a near future meeting, with pins mailed to those who reside outside the Delaware Valley. The officers and members of Philadelphia Chapter join in congratulating this group on their quarter-century of service.

## Were You on Any Philadelphia Chapter Fantrips in the 1940’s or 1950’s?

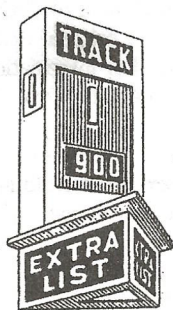
Chapter Editor Larry Eastwood in the past few weeks has received several different requests for information concerning early Philadelphia Chapter fantrips which were operated on various local railroads (B&O, PRR, RDG) in the 1940’s and 1950’s, when some really interesting trips were operated.

The Chapter has detailed information files on most of the excursions which were operated during this era, except for one area: equipment consists. One request concerned which trips on the Reading Railroad were powered by EMD FP7’s. Another inquiry dealt with the consist of a September 28, 1958 trip which ran over the Lehigh & New England Railroad. The ten-car Reading train was powered by FP7 904 and one other FP7, plus nine coaches and a mid-train combine. The last request dealt with a September, 1948 trip which ran behind steam over the Reading and Jersey Central, from which Member Bert Pennypacker was able to tell us the CNJ locomotive was Class G2s Pacific #830.

Did any old-time member of this organization record train consists during this time period? Even if you have the consist of just one train the Chapter operated, we’d like to hear from you so we may add this valuable information to the Chapter’s permanent records. Anyone able to provide assistance is asked to contact Editor Larry Eastwood at his home address.

The feature trip on Sunday, September 3 on the Reading took delegates through the City Subway, through Fairmount Park and into Port Richmond. From there, the train traveled out through Tabor Junction to Glenside, where it went to New Hope in Bucks County. The return trip is believed to have traveled the Plymouth Branch from Oreland to Conshohocken and then back to Reading Terminal.

The convention closed on Monday, September 4 with a trip over the entire Red Arrow Lines system. Sound great? A preliminary announcement said “The cost for all convention activities will be less than \$10.00.” Sign us up!



**SEPTEMBER 9, 2000:** Molly Maguires" special train Tamaqua to Locust Gap, PA and return via R&N Railroad. Contact Schuylkill Valley Visitors Bureau, 91 S. Progress Ave., Pottsville, PA 17901-3087 (telephone 800-765-7282) for info.

**SEPTEMBER 16:** "Apple Dessert Train" on Reading & Northern Railroad, sponsored by Reading Company Technical & Historical Society. Train departs Temple (PA) station at 6:30 PM for ride to Hamburg and return, with stop at Leesport where passengers can enjoy apple and ice cream desserts. Fares: \$11 adults, \$6 children (4-12), \$32 family (two adults and two children). Order tickets from: RCT&HS Passenger Operations, P. O. Box 15143, Reading, PA 19612-5143, making checks payable to "RCT&HS" and enclosing stamped, self-addressed envelope.

**SEPTEMBER 16:** Annual NJ Transit Hoboken Festival at Hoboken Terminal, Hoboken, NJ. U. S. Postal Service "Celebrate the Century Express" will be open to the public both Saturday the 16<sup>th</sup> and Sunday the 17<sup>th</sup>. The specially-painted train, headed by Amtrak P42 locomotive #100, features Railway Post Office car, video presentations, displays on postal history and sales area for commemorative postage stamps. For further information, telephone NJ Transit at 201-491-7080. The Postal Service website is [www.usps.gov](http://www.usps.gov).

**SEPTEMBER 17:** Peter Witt and PCC autumn trolley ramble on SEPTA's West Philadelphia subway-surface routes, using 1926-vintage Peter Witt #8534 and PCC car, sponsored by Buckingham Valley Trolley Association in cooperation with the Association of Railway Museums. Excursion leaves Elmwood depot, Island & Elmwood Avenues, Philadelphia, at 10:30 AM for five-hour tour. Fare: \$27 per person. Order tickets from: George Metz, 13 Post Run, Newtown Square, PA 19073-3014, making checks payable to "BVTA" and enclosing stamped, self-addressed envelope. For information, telephone 610-353-4982 (E-mail: [gwmetz@rcn.com](mailto:gwmetz@rcn.com)).

**SEPTEMBER 21:** "Landmarks of the Lincoln Highway Across Pennsylvania," slide lecture by Professor Joseph Elliott of Muhlenberg College, at National Canal Museum, Two Rivers Landing Auditorium, Easton, PA, beginning at 7:30 PM. Admission free. For information, telephone 610-559-6613.

**SEPTEMBER 22-24:** U. S. Postal Service "Celebrate the Century Express" will be on display at Whippany Railway Museum, Whippany, NJ. For information, telephone 973-887-8177 or visit the Postal Service website at [www.usps.gov](http://www.usps.gov).

**SEPTEMBER 23:** Special train from Tamaqua to Pottsville, 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).

**SEPTEMBER 23:** Railfan weekend on Everett Railroad, Roaring Spring, PA, featuring diesel-powered special from Roaring Spring to Martinsburg and Hollidaysburg, PA over former Pennsylvania Railroad branchlines, sponsored by Horseshoe Curve Chapter NRHS. For information, telephone 814-695-2201, or visit the Chapter's website at [www.trainweb.org/horseshoecurve-nrhs](http://www.trainweb.org/horseshoecurve-nrhs).

**SEPTEMBER 24:** Annual Railroadiana & Model Railroad Show & Sale at Dieruff Senior High School, Irving & Washington Streets, Allentown, PA, sponsored by Lehigh Valley Chapter NRHS. Hours: 10 AM-4 PM. Admission: \$3 per person, families \$5. For information, telephone 610-261-0133.

**SEPTEMBER 30:** 12<sup>th</sup> annual Delaware Transportation Festival at Amtrak station, Wilmington, DE, sponsored by DeIDOT and Amtrak. Event features equipment displays, public service and sales tables, food. Philadelphia Chapter will be represented. For further information, telephone Kelly Pitts at 302-760-2080.

**SEPTEMBER 30:** Dedication of "Stewart Junction," the new Railway Education Center at the Railroad Museum of Pennsylvania, Strasburg, 1 PM. Regular admission charges apply. Norfolk Southern exhibit car will also be on display. For information, telephone 717-687-8628.

**SEPTEMBER 30:** Annual chartered Amtrak fall foliage special from Boston, MA to Brattleboro and White River Junction, VT and return via CSX and New England Central Railroads, sponsored by Mass Bay RRE. Optional sidetrips and tours at extra cost. Train fares: \$75 adults, \$40 children (12 and under). Order tickets from: Mass Bay RRE, P. O. Box 4275, Andover, MA 01810-4275 (telephone 617-489-5277).

**OCTOBER 1:** 21<sup>st</sup> annual Train Meet sponsored by Reading Company Technical & Historical Society, at Leesport Farmers Market, Leesport, PA, 9 AM-3 PM. Trains and accessories of all gauges will be available, along with door prizes and outdoor flea market. Admission: \$3 adults, children 12 and under free. For information, telephone 610-777-2053.

**OCTOBER 1:** "Vermont Foliage Special," chartered Amtrak train from Boston, MA to Bellows Falls, VT and return via CSX and New England Central Railroads, sponsored by Mystic Valley Railway Society. Train leaves Boston South Station at 7:30 AM, returning 7:30 PM. Fare: \$70 per person, including lunch at destination. Order tickets from: Mystic Valley Railway Society, P. O. Box 365486, Hyde Park, MA 02136-0009 (telephone 617-361-4445).

**THROUGH OCTOBER 6:** "Tracking Stocks: The Financing of the American Railroad," exhibit of historic railroad stock and bond certificates, as well as original rail artifacts such as china and menus from an early dining car, at Federal Reserve Bank of Philadelphia, 6<sup>th</sup> & Arch Streets. Admission is free. Hours: 9 AM-3 PM Monday through Friday. Cooperating in this exhibit are the Museum of American Financial History, New York, and the Railroad Museum of Pennsylvania, Strasburg. For information, telephone 215-574-3810.

**OCTOBER 7-8:** East Broad Top Railroad Fall Weekend at Rockhill Furnace, PA, featuring four narrow-gauge steam locomotives 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](http://www.febt.org)).

**OCTOBER 7-8:** Railfest 2000 at Altoona, PA, 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

(Continued on Page 4)

**EXTRA LIST** (Continued from Page 3)

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 9<sup>th</sup> Avenue, Altoona, PA 16602-2487, and include \$1 for postage and handling. Visa and MasterCard accepted.

**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, see September 23 item above.

**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](http://www.readingnorthern.com/passenger_shtml)).

**OCTOBER 14-15:** Everett Railroad diesel-powered excursions from Roaring Spring, PA, leaving Saturday for Hollidaysburg at 9 AM, 12 Noon and 3 PM, and Sunday for Martinsburg at 1 and 3 PM. For information, see September 23 item above.

**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 50<sup>th</sup> 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.

**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.

**Baseball, Hot Dogs and a Ride on the Reading!**

**SPECIAL EXCURSION FARES TO PHILADELPHIA EVERY SUNDAY April 26 thru Sept. 27, 1953**

From	Round trip fare
POTTSVILLE	\$8.20*
SCHUYLKILL HAVEN	9.05*
AUBURN	2.00*
HAMBURG	2.65*
READING	2.05*
POTTSWOWN	1.45*

\*-Plus 16% Federal Tax

**TICKETS GOOD GOING AND RETURNING ON THE FOLLOWING TRAINS:**

GOING	Daylight Saving Time
LEAVE Pottsville	8:17 A.M.
" Schuylkill Haven	8:25 A.M.
" Auburn	8:34 A.M.
" Hamburg	8:48 A.M.
" Reading—Outer Station	9:18 A.M.
" Reading—Franklin St.	9:16 A.M.
" Pottstown	9:36 A.M.

ARRIVE Philadelphia—North Broad St. Station	10:31 A.M.
Reading Terminal	10:40 A.M.

RETURNING—To above stations	
LEAVE Philadelphia—Reading Terminal	7:05 P.M.
North Broad St. Station	7:11 P.M.

**READING RAILWAY SYSTEM (OVER)**

**American and National League Sunday Baseball Games at Philadelphia 1953**

SUNDAY, APRIL 26—PHILLIES	VS PITTSBURGH	2
" MAY 3—"	" CHICAGO	2
" " 10—ATHLETICS	VS WASHINGTON	2
" " 17—"	" CLEVELAND	2
" " 24—PHILLIES	VS BROOKLYN	1
" " 31—"	" NEW YORK	1
" JUNE 7—"	" MILWAUKEE	2
" " 14—"	" CINCINNATI	2
" " 21—ATHLETICS	VS CHICAGO	2
" " 28—"	" ST. LOUIS	2
" JULY 5—"	" BOSTON	1
" " 12—PHILLIES	VS PITTSBURGH	2
" " 19—"	" CHICAGO	2
" " 26—"	" ST. LOUIS	1
" AUG. 2—ATHLETICS	VS CLEVELAND	2
" " 9—"	" DETROIT	2
" " 16—"	" NEW YORK	2
" " 23—PHILLIES	VS NEW YORK	2
" " 30—"	" CINCINNATI	1
" SEPT. 6—ATHLETICS	VS BOSTON	1
" " 13—"	" ST. LOUIS	2
" " 20—"	" WASHINGTON	2
" " 27—PHILLIES	VS BROOKLYN	1

**GAME TIMES**

1 - Single Game —Phillies 1:30 P.M. Athletics 2:00 P.M.  
2 - Doubleheader—Phillies 1:05 P.M. Athletics 1:05 P.M.

In 1953, baseball fans who were also rail enthusiasts and lived along the Reading's mainline to Pottsville could really have a great Sunday outing. Above is shown a card distributed by the Reading showing the Athletics and Phillies schedule as well as the Reading schedule and fare from numerous upstate points.

(Collection of Larry Eastwood)



Amtrak's southbound **Silver Meteor** derailed on CSX at Lake City, SC on the morning of August 21. Initial reports indicated that the track was out of alignment, having been struck shortly before by a street sweeper which had jumped a curb. All cars except the first and last were derailed, but there were fortunately no life-threatening injuries.

Consist of the train was P42 #18, baggage 1232, dormitory 2510-Pacific Patrol, Viewliner sleepers 62007-Colonial View, 62046-Tranquil View, diner 8513, Amlounge II 28008-Pittsburgh Club, Amfleet II coaches 25012, 25104, 25106, 25044 and boxcar 71097.

August 1<sup>st</sup> saw the introduction of the new HHL locomotives in revenue service, on Clocker and Keystone Service trains. The initial Phase I assignment on two daily round trips was confined to the one unit accepted so far, the 655. Things must be progressing to Phase II, which will alternate Washington-Boston and Washington-New York runs, as the 655 was working Metroliners 104 and 115 between Washington and New York the week of August 21. Phase III will turn the units loose on front rank Acela Regional trains, where one unit will replace the currently assigned pair of AEM-7's. It appears that the 654 will be the second HHL accepted by Amtrak, probably at the end of August.

Remanufactured AEM-7's continue to emerge, with the fourth and fifth AC-powered units, 918 and 901, emerging from Wilmington on June 16 and July 18, respectively. If you recall, the 901 was almost completely rebuilt from the track up, having been involved in the derailment in North Jersey a couple of years back.

Acela Express trainset testing continues, with examples operating out of Boston and Philadelphia. The seventh Acela trainset was delivered to Amtrak on August 21, consisting of power unit 2034, cars 3419, 3557, 3301, 3556, 3553, 3216 and power unit 2032.

Deliveries of Capstone (rebuilt Amfleet I) cars have reached 95, made up of café cars 85000 and 85500, 11 business class cars (81000-81002, 81500-81507), and 82 coach class cars (82000-82071, 82500-82509). The most recent cars are 82067 (ex-21637, 7/28/2000 rebuilt - a victim of the Portal wreck that also included AEM-7 901, mentioned above), 82068 (21651, 7/20/2000), 82069 (21654, 8/03/2000), 82070 (21652, 7/28/2000), and 82071 (early August). Also new is 82507 (ex-44650, 7/25/2000) and 82509 (44653, 8/09/2000). Meanwhile, in the pipeline at Bear are half-clubs 20128, 20130, 20137, 20142, coaches 21644, 21656, 21657, 21670, and ADA coaches 44660-63 and 44666.

Bear also appears to be developing a program to convert a few more Heritage leg-rest coaches to baggage cars. Cars 4613 and 4623 are in the shops for rebuilding, while 4009,

4017, 4603, 4621 and 4632 had earlier been transferred for wreck repairs and possible conversion.

The latest Amlounge II car rebuilt with an enclosed smoking lounge is 28013-Boston Club. The 14<sup>th</sup> car in this series will be the 28009, currently at Chicago. The first revenue run of the 28013 was on the return trip of the Laconia motorcyclists and their bikes, a well-publicized move which was delayed and unfortunately arrived back in Boston almost 10-1/2 hours late.

The only active El Capitan diner, 39981, made several trips during the summer (as a lounge car), operating on the Capitol Limited, Southwest Chief and California Zephyr. The car usually sits in Chicago when not in use.

The third Surfliner trainset for California was shipped from Hornell, NY on August 4. An Amtrak locomotive moved from Niagara Falls to Hornell to pick up the cars (in much the same manner as the Viewliner sleepers were moved). The cars moved east to Albany on Train 286, then west again on the Lake Shore Limited and Southwest Chief to Los Angeles. The set of five cars continues in numerical order and is made up of 6302, 6404, 6405, 6802 and 6902.

Beech Grove shop has been busy, too, and among the interesting releases during July were rebuilt F40's 398 and 409 (the seventh and eighth rebuilt units). Also returned to service were baggage car 1237 and Superliner Sightseer lounge 33009. Diner 8504 came out and formerly stored Horizon coaches 54016 and 54052 were converted to ADA cars and renumbered 54516 and 54552, respectively.

In June, Amtrak recorded its highest monthly ridership since 1991, reaching \$100 million in monthly ticket revenue for the first time ever, with ridership up eight percent and revenue up 13 percent over the same period in 1999. However, expenses—never revealed—mostly likely rose as well.

Amtrak had hoped to begin operating Trains 45 and 46, the Skyline Connection, in mid-August. In spite of a Bulletin Order indicating the trains might start as early as August 22 or 23, reliable reports now indicate it will be sometime after Labor Day when the trains begin, perhaps as late as the October time change. The schedule will be slower than that originally published in the current Amtrak National Timetable (40 minutes later into Chicago westbound and 55 minutes earlier departing Chicago eastbound). The Philadelphia times would remain unchanged. The westbound train would add a stop at Paoli, and the Tyrone stop would be eliminated. Although some features might not initially be available, the plan calls for Horizon full-table food service cars, a Viewliner sleeper, Amfleet II coaches for long-haul passengers and a Horizon coach for short-haul riders.

(Continued on Page 6)

## ON THE SCENE (Continued from Page 5)

Service to Chicago from the East has suffered extensive delays this summer, with the **Capitol Limited** and **Lake Shore Limited** especially affected by delays of hours, both waiting for western connections as well as freight traffic interference. Amtrak, however, has few alternatives, for even if they put all the passengers up in hotels, the next day's train is most likely nearly or fully sold out. The **Three Rivers**, last eastbound out of the Windy City each night, is less affected by late western connections and often represents a more hassle-free choice.

Any number of special movements took place in connection with the Republican National Convention held in Philadelphia July 31-August 4. On July 27, Amtrak Train 40 east from Chicago carried nine extra cars, which were set off at Harrisburg, so antennas could be removed and were then brought east by a Norfolk Southern diesel. The cars were BNSF Raton Pass, Lake Superior, Mountain View, Fred Harvey, Valley View, Missouri River, and an IC bedroom car, theater car and office car. On July 25, a "Women in Politics" special operated with Amtrak P42's 93 and 72, power dorm Current River, sleepers Silver Quail and Colorado River, dome-diner Columbia River, dome-lounge Mississippi River and parlor-observation Missouri River. All of the cars except Silver Quail are owned by St. Louis Car Company.

Meanwhile, the Union Pacific special that operated to Philadelphia via Selkirk over CSX consisted of CSX units 5883 and 5903, UP E9's 949 and 951, power car 207, office car Shoshone, dome-lounge Missouri River Eagle, diner City of Los Angeles, diner-lounge City of Denver, museum car Promontory, dome-lounge Harriman, lounge Overland, dome-diners City of Portland and Colorado Eagle, office cars Selma and Feather River, lounge Sun Valley, sleepers Powder River and Green River, power car 208, sleepers Portola and Omaha, staff car Cabarton, office cars North Platte and St. Louis, sleeper Wyoming, lounge City of San Francisco, diner-lounge Walter Dean and theater car Fox River. The consist was rounded out by four other cars providing logistical support to the long train.

Following the Philadelphia gathering, the Bush-Cheney team rode a special train between Pittsburgh and St. Louis via Michigan, led by CSX units 399 and 394, an OTTX flatcar (for satellite dishes), CSX office cars 362-Louisiana, 363-Kentucky, 8-Mississippi, 315-Indiana, St. Louis Car Columbia River and Mississippi River, UP coaches Katy Flyer and Sunshine Special, UP dome coach Challenger, UP coach City of Salina, BNSF power-dorm 31-Stampede Pass, CSX 12-Michigan, BNSF dome-lounge 50-Bay View, KCS diner 59-Jackson, CSX lounge 319-Greenbrier, and NS office cars 2-Carolina and 1-Virginia. A pilot train preceded the special, consisting of CSX F40's 9992 and 9993, NS office car 3-Claytor Lake, UP sleeper Little Rock, NS sleepers 9-Alabama and 11-Illinois and UP office car 119-Kenefick.

Later the Bush-Cheney team used another special train on a trip through California, which consisted of Amtrak West F59's 462 and 463, Surfliner 6300, Superliner diner 38059, Surfliners 6401 and 6400, Superliner Sightseer lounge 33011, Surfliners 6900 and 6500, "Pacific Parlor" 39974, Superliner transition dorm 39037, and BNSF business cars 8-John S. Reed and 7-Santa Fe.

In an era when Amtrak is turning more and more to head-end equipment, we may lose sight of the fact that the Pennsylvania Railroad once rostered a massive fleet of boxcars for

use on its secondary trains (and that is a **big** difference from Amtrak practice!). Moreover, Railway Express Agency purchase some 1,500 modern express reefers (on roller bearing "BX" trucks).

Most of the PRR cars were Class X29's, built between 1925 and 1934. The cars rode on friction bearing trucks, although I seem to recall seeing a few cars with roller bearings. In 1952, the railroad built ten long X42 class cars (2540-2549) and in 1964, ten Reading Company passenger box cars became PRR Class X29R, numbers 9450-9459 (these cars were ex-Reading 1852, 1853, 1855, 1857, 1865, 1866, 1868, 1869, 1873 and 1874, respectively).

Almost 700 cars were on the active roster at the beginning of the Great Depression in 1929 but barely 90 or so remained as of 1934 (meanwhile, PRR was turning out the last X29's at various company car shops, a welcome source of jobs in those trying times!) By the end of 1937, 125 cars were back in passenger service, and the onset of World War II activity called for 273 more cars in 1941 and another 141 in 1942. The original group was numbered 2400-2499 and most of the 1942 cars became 9456-9586.

Continued wartime demands called for even more cars, and 1,030 cars were in passenger service by the end of the war, including 393 which retained their five and six-digit freight series numbers. For the time being, there would be no retrenchment, with another 18 cars transferred from freight service in 1949. Apart from 26 transfers back to freight service in February 1956 only a few cars per month were lost to derailments or to continued service as work equipment.

Later, the freight series cars were renumbered above the Budd-built **Keystone** lightweight trainset in the 9610-9999 series (a few stragglers, however, would not be renumbered for several years). At least now there would be no question that they were equipped with passenger car fittings. Soon after, aging baggage cars were replaced and supplanted by 400 more cars transferred from freight service as 4800-4999 and 6800-6999. They were placed in service during October-December, 1960.

Finally, 400 existing passenger boxcars were refurbished, including the addition of electric lighting, and renumbered into the 1800-1999 and 5200-5399 series. Pennsy still had one more go, adding yet another 140 cars from the freight pool in early 1965 as numbers 5400-5539, and this proved to be the height of the boxcar era. In 1965 and later years, several hundred X29's were refinanced through the issuance of conditional sales agreements, a tactic the PRR resorted to in its final years on many pieces of rolling stock.

At the inception of Penn Central, 1,576 X29's were included on the passenger roster. Soon, cutbacks and the use of trailers and Flexi-Vans caused havoc with the X29 fleet. In 1968, 294 cars left the roster and another 692 following in 1969. In 1970, 70 cars were dropped, followed by 86 in 1971. By the end of 1971, only 239 cars were still shown in the passenger fleet in the transition to the brand-new Amtrak.

No passenger X29's ever received the Penn Central paint scheme, but many cars did receive the simplified PRR scheme in lieu of the full "Pennsylvania" railroad name. These cars were comparatively small by latter-day standards, but their advantage was that they were able to meet passenger train clearances and thus could be used systemwide.

# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



## SEPTA REGIONAL RAIL

Effective with the August 20 schedule change, SEPTA redeployed much of its Bombardier push-pull fleet to the "Reading" side of the system. In addition, four inbound and three outbound trains were added to the weekday R7 Trenton timetable, for a total of 30 in each direction. All of this is to ensure additional capacity for motorists displaced by the large-scale construction to begin this month on Interstate 95 in Philadelphia. PennDOT, in fact, contributed \$12.9 million to purchase the ten new push-pull cars added to the fleet earlier this year.

Locomotive-hauled push-pull consists are assigned to the following trains: R2 Warminster 6215-6246; R3 West Trenton 6321-6325-6374-6378; R5 Malvern-Thorndale 9522-9526-9559-9563-7565; R7 Trenton 9724-9728-9745. This allows for one spare unit and three spare coaches. One set is deadheaded each morning from Frazer to Trenton. The new R7 public timetable, incidentally, features a cover photo of the old Pennsy station at Cornwells Heights with a Penn Central Metroliner whizzing by, taken in 1968 by SEPTA Manager and Chapter Member Harry Garforth, who is in charge of Railroad Division schedules. Also sharing the cover are photos of the new Cornwells station and 1,600-space parking lot.

On August 2, during the Republican National Convention, SEPTA and the WEST CHESTER RAILROAD operated a special train from 30<sup>th</sup> Street to West Chester and return, consisting of SEPTA SW1200 #50, WCRR GP9 #99 and five WCRR cars. The train was chartered to bring a group of delegates to the QVC television studios near West Chester.....As of August 22, a total of 157 General Electric Silverliner IV cars had received the new SEPTA striping, along with 26 Budd Silver II's. Ex-Reading #9015 was the first Budd to receive the bright decals. No St. Louis "Airport" cars have yet been treated.....The historic Strafford station was rolled back to its original position early last month, after completion of new platform supports. This is part of the \$4-million restoration and upgrading of the 1876-vintage building. Now the wooden shed on the westbound side has been placed on cribbing and rolled away.....A total of \$918,000 has been raised for the restoration of the 1883 Wayne station, including a \$538,000 grant from PennDOT, \$100,000 from SEPTA and \$180,000 in private donations, according to the Wayne Station Historic Preservation Association.

Rush-hour service on the R2-Warminster, R3-West Trenton and R5-Lansdale-Doylestown lines was halted on the morning of Thursday, August 10, when the pantograph of an inbound R3 train became entangled in the overhead wires at Jenkintown station. Power was restored within an hour but normal service did not resume for another hour and a half.....Two weeks earlier, on July 28, the afternoon rush hour was disrupted for more than an hour for R2, R3 and R5 passengers when another pantograph snagged the wire near Fern Rock station.

The upgraded signal system on the R3-Neshaminy Line north of Jenkintown was cut in over the weekend of August 19-20. Track speed on this line remains at 70 mph.....SEPTA has contributed \$12.6 million toward AMTRAK's CETC (Centralized Electrification & Traffic Control) system at 30<sup>th</sup> Street Station, which dispatches and controls all trains on the Northeast Corridor south of Trenton (NARP).....Have you noticed the smart red shoulder straps which SEPTA added to the uniform shirts of its train crews? To date, though, there's nothing official on a proposed redesign of all Regional Rail uniforms.....New dot-matrix signs have appeared on the SEPTA Upper Level platforms at 30<sup>th</sup> Street Station, evidently intended to serve as train announcement boards once the new communications system is cut in. Late last month, the signs were being tested, as they displayed the next four trains due on each track.....The three new Upper Level elevators at the station appear almost ready for service.

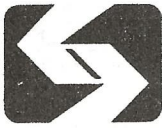
The Delaware Valley Regional Planning Commission scheduled a public meeting for September 6 in King of Prussia to discuss a proposal to add SEPTA's MetroRail project to DVRPC's long-range regional transportation plan (see August *Cinders* and previous issues). SEPTA and BARTA, the Berks County transit agency, in June selected the \$1.4-billion MetroRail plan as the locally preferred alternative among the many contained in the Schuylkill Valley Metro study. Consultants project that the 62-mile line would attract 50,000 daily riders by the year 2020, 29,000 of them new to SEPTA, based on 15-minute peak and 30-minute off-peak service between Philadelphia, Norristown, King of Prussia, Reading and Wyomissing. There would be 13 stations west of Norristown on a new route separated from NORFOLK SOUTHERN's ex-Reading freight line, plus three more on the short spur to King of Prussia Mall.

The next step in the SVM process is completion of the Major Investment Study and Draft Environmental Impact Statement, for which SEPTA has given consultant Urban Engineers a new deadline of December 31, 2000. SEPTA defends the high cost of the project, for which the State has already committed \$300 million, saying that transit must take the initiative in serving this developing corridor rather than waiting for major highway expansion to take place. MetroRail construction is to begin in 2003, with the line to open for service in 2007.

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## SEPTA TRANSIT

SEPTA pulled out all the stops to showcase itself during the Republican National Convention July 31-August 3. The effort included painting and other enhancements at several Broad Street subway stations between center city and Pattison Avenue, adjacent to the First Union Center where thousands of delegates gathered for the convention sessions. And, in an unusual move, trackbed debris was removed at all of the stations. Market-Frankford stations river-to-river also received facelifts, and powerful new fans were installed to provide better air circulation (heat from the air conditioning equipment on the new M4 cars has increased ambient temperatures in these stations). Underground subway-surface stations were cleaned, painted and received new lighting, and floors were cleaned and waxed at Market East and Suburban stations. "We are thrilled with the opportunity to show off to the conventioners and the nation the tremendous progress SEPTA has made in literally rebuilding the transit system from the bottom up," said SEPTA General Manager John K. Leary, Jr. "The real benefit, however, is for our regular customers who are already enjoying the comfort and safety of new vehicles and renovated stations."

To expand its service during the convention SEPTA provided 125 of the 350 "GOP Express" buses needed to shuttle delegates between the First Union Center, the Pennsylvania Convention Center and 95 hotels scattered around the area. SEPTA operated 12 of the 21 shuttle routes, all of them chartered by the Republican National Committee. (The buses were freed up because SEPTA's summer schedules call for 137 fewer buses than during the rest of the year.) Increases in regular service included extended evening hours on the Broad Street and Market-Frankford Lines to accommodate some of the 10,000 volunteers who assisted during the convention. Additional late-night service was offered on most Regional Rail lines and extra cars were added to some trains. During the first two days of the convention, SEPTA reported that ridership on its regular routes was up 22 percent over normal levels.

SEPTA also fielded about 160 "ambassadors," mostly management employees wearing distinctive red shirts, who were assigned to key locations such as 30<sup>th</sup> Street Station, the Airport and center-city subway stations to answer questions and direct visitors. A colorful "Visitor Transit Information" booklet was issued containing a center-city map and a wealth of handy directions and phone numbers. The Control Center at 1234 Market Street was staffed around the clock to handle any emergencies (there were no serious disruptions) and the police presence at center city stations was beefed up. SEPTA's one-day "anywhere" passes costing \$7 were big sellers and a nine-day (July 28-August 5) pass for \$25 was marketed to visitors by Philadelphia 2000, the host agency. These passes were also honored on center-city Phlash buses. SEPTA enhanced its advertising with huge posters showing a parade of elephants and the legend "Expect heavy traffic during the Republican National Convention—Take SEPTA instead." Another poster read "Friends don't let friends drive—Take SEPTA instead." SEPTA buses had their destination signs programmed to

read "Welcome GOP." All in all, it appears that SEPTA acquitted itself well during one of the biggest events in recent Philadelphia history.

SEPTA's troubled M4 cars on the Market-Frankford Line are starting to perform as their builder promised. They now have improved to a respectable 60,000 miles MDBF (mean distance between failures). After discovery of welding cracks in the truck bolsters of eight cars (see March *Cinders*), new trucks are being installed on all 220 cars. Repairs to the ventilation systems have been completed, and work to install new door mechanisms is ongoing. SEPTA expects a 40-year service life from the cars, equal to the old Budd cars they replaced.....German-based DaimlerChrysler Rail Systems, otherwise known as Adtranz, was the building of the M4 cars, and expects to lose at least \$100 million on the SEPTA contract. But Canada's Bombardier, Inc. announced last month that it has agreed to purchase Adtranz for \$725 million U.S.....Work was to begin this summer on a \$50-million project to modernize the Market-Frankford Line 69<sup>th</sup> Street shops and yard.

The Daily News revealed last month that G. Roger Bowers, who headed SEPTA's Legal Division until his resignation last May, departed with a severance package of \$224,658 through December 2001. Bowers was forced out after his department seriously mishandled the now-infamous case of the six-year-old boy whose foot was torn off by a defective escalator at Cecil B. Moore subway station. SEPTA eventually settled the claim for \$7.4 million.....The SEPTA board in July approved the Fiscal Year 2001 Annual Service Plan, which for the first time includes all three of SEPTA's operating divisions.....SEPTA will install a steam turbine-powered generator in its 1234 Market Street headquarters building, which should save up to \$85,000 annually in electricity costs.....The City is having some trouble in convincing motorists on newly-reopened Chestnut Street in center city to stay out of the bus-only right lane. Tougher enforcement is promised.

SEPTA's ridership totaled 205.4 million in Fiscal Year 2000 ended June 30, the highest in six years. Consolidated daily linked (one-way) ridership of 706,000 was four percent higher than the previous year, achieving 97.6 percent of the budgeted goal. Consolidated passenger revenues for the year of \$285.9 million were nine percent ahead of FY 1999. The new M4 Market-Frankford cars have produced a less-than-expected ridership gain of about ten percent since deliveries were completed in the summer of 1999.....SEPTA carries about 82,000 senior citizens each weekday, a figure which could grow as a result of expanding the free-fare hours on transit (see August *Cinders*).

SEPTA has decided to purchase 12 alternate fuel (or "hybrid") buses from New Flyer of America, for delivery in 2002-2003. These buses feature a battery-powered motor which is recharged by a diesel generator, reducing the emissions level as compared with conventional diesel engines.....Work began last month on the long-delayed replacement of the 73-year-old Eagle Road bridge over SEPTA's Route 100 tracks in Haverford. This has required some evening single-track operations.....Phase 2 of the Route 34 track renewal project in Southwest Philadelphia began last month. Trolleys operate over a single track on Baltimore Avenue between 45<sup>th</sup> and 49<sup>th</sup> Streets.....An apparently deranged man attacked a female passenger waiting for a Market-Frankford train at the 30<sup>th</sup> Street subway station just before 1 PM August 14. Wielding a butcher

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knife, he slashed the woman's throat before being subdued by SEPTA workers who held him for police. The victim was treated and released from the hospital the following day.....During August, SEPTA TransPasses and TrailPasses were accepted for free travel on CAPE MAY SEASHORE LINES in South Jersey. Chapter Member Tom Moran is a weekend conductor on CMSL.



# AMTRAK

AMTRAK has unveiled a new logo (above) in connection with the "Satisfaction Guaranteed" program for its "guests," as described here last month. Gone is the venerable and often derided "pointless arrow" which had been Amtrak's symbol since the company's inception in 1971. President George Warrington said that the new logo conveys a "suggestion of movement" that captures "the excitement of the travel experience." It is part of an overall change in Amtrak's public face, which includes more rather than fewer trains, "strict" service standards, retraining of employees, a planned on-board magazine and new uniforms.

At 30<sup>th</sup> Street Station large signs proclaimed "AMTRAK welcomes the Republican National Convention." Indeed, Amtrak put on its best face for the Republican National Convention in Philadelphia July 31-August 3, and it paid off. For the period July 28-August 5, the Northeast Corridor chalked up a 17-percent gain in gross revenue. During the week, Amtrak added some 5,300 overflow seats on Corridor trains. More than 10,000 passengers boarded Metroliners on Friday, August 4, the day after the convention ended, with 30<sup>th</sup> Street handling double its normal volume. In a letter to employees, NEC President Stan Bagley lauded them for a job well done. "You all pulled together and did whatever it took to deliver excellent service last week. I am proud to be a part of that, and I want to thank each and every one of you for your efforts."

But just two weeks before the convention, AMTRAK received some unwanted national publicity. On the morning of July 18, an Amtrak police officer shot and killed a 45-year-old homeless man in the Food Court of 30<sup>th</sup> Street Station, after the man threatened passersby and was about to attack another officer with a steel chair. Some advocacy groups complained that police had "over-reacted," and the media covered the story in detail. Amtrak as well as Philadelphia police and the Philadelphia District Attorney's office promised a full investigation. Homeless and mentally disturbed people have become an increasing problem at 30<sup>th</sup> Street Station, and Amtrak Police Chief Ron Frazier said that his unit would review programs used by other police departments in dealing with such problem individuals. Amtrak employs a total of 370 officers nationwide, including 238 assigned to the Northeast Corridor.

For the first time in the party's history, the Republican convention approved a plank in its campaign platform to promote investment in the nation's rail passenger infrastructure. The statement reads in part, "Republicans support a healthy intercity passenger rail system and, where economically viable, the development of a national high-speed passenger railroad system as

an instrument of economic development and enhanced mobility." The platform also states that "(c)ommerce is the lifeblood of our economy and the transportation infrastructure is its circulatory system. Maintaining that vital infrastructure has always been, in part, a Federal responsibility, and Republicans have historically been the party of builders. From the era of the transcontinental railroad and the Panama Canal to President Eisenhower's establishment of the Interstate Highway System, we have championed investment in transportation assets as a cornerstone of the economy and, indeed, our national way of life." While the views of Presidential Nominee George W. Bush on this subject are unknown, the GOP's new attitude represents a sea change from the 1980's when President Reagan consistently tried to "zero-budget" Amtrak out of existence.

The Democrats, at their convention last month in Los Angeles, chimed in with a platform plank supporting intercity rail: "And it is time we enhanced our quality of life by unclogging the nation's roads and airports. Al Gore and the Democratic Party support the building of high-speed rail systems in major transportation corridors across the nation. High-speed rail reduces highway and airport congestion, improves air quality, stimulates the economy and broadens the scope of personal choice for traveling between our communities. We support new grants to Amtrak and the states for improving and expanding passenger rail routes and corridors".....On August 25, Democratic Vice Presidential Candidate Joseph Lieberman rode a special AMTRAK train from Washington to Wilmington behind two AEM-7's, rather than a new HHL high-speed locomotive as had been scheduled. Lieberman made a campaign appearance in Claymont, DE, accompanied by Senator Joseph Biden and Governor Thomas Carper—both major Amtrak supporters.

The management shakeup at AMTRAK last spring, which resulted in the summary dismissal of numerous supervisory employees in Philadelphia and elsewhere, reportedly has caused a shortage of qualified people in certain skills, such as mechanical. But Amtrak has maintained all along that those dismissed were not performing adequately, and the company is leaner and more responsive as a result.....AMTRAK Chairman Tommy Thompson, the Governor of Wisconsin, has told the press that Amtrak is seeking compensation from the builders of the much-delayed Acela high-speed trains. He told the Reuters news agency that he "absolutely" wants Amtrak to be compensated by Montreal-based Bombardier, Inc. and Alstom of France for the nine-month delay in placing the first Acela trainset in service (now expected to be later this month). Putting the lie to rumors of President Warrington's departure, Thompson said he had the utmost faith in him. "I think George is the best thing that has ever happened to Amtrak. He's innovative and he is energetic" (*The 470*).....Warrington apologized to the National Private Truck Council for an AMTRAK ad which appeared last spring in the *Washington Post*, headlined "Drive to Florida. It's semi-fun!" The ad, which touted Amtrak's *Auto Train*, featured a cartoon depicting a vacation-bound family in a van on I-95 sandwiched between two huge tractor-trailers and their smirking drivers (*Callboy*).

Many of the 15 new 8,000-hp HHL high-speed locomotives intended for Acela Regional service have been delivered—seven of them were spotted in Penn Coach yard, Philadelphia, on August 16. But as of that date only #655 was in revenue service.....In mid-August trains 40 and 41 Three Rivers were seen on several occasions with the usual P42

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locomotive on the point but with a repainted blue-stripe F40 as the trailing unit.....Heavy downpours and high winds on Saturday, August 12 caused considerable damage in Chester County, including downed trees on AMTRAK's Harrisburg mainline. Several trains were delayed.....New signs on the east and west sides of 30<sup>th</sup> Street Station seem to be awaiting the addition of the current AMTRAK logo. But they sport the now-obsolete lower-case lettering rather than the all-capitalized lettering in the new logo.

Joseph Vranich, a onetime passenger train supporter and author who later changed his views and advocated the liquidation of AMTRAK, has resigned as vice chairman of the watchdog Amtrak Reform Council. In a strongly-worded letter, Vranich urged Congress to replace the Amtrak board of directors and investigate the railroad's finances (*Trains Newswire*).....The U.S. General Accounting Office has issued a report stating that AMTRAK would require about \$4 billion in capital improvement funding over the next five years, \$1.4 billion more than presently authorized. One of the improvements that the GAO recommended is replacement of the present flexible-tension catenary on the Northeast Corridor, installed by the Pennsylvania Railroad in the 1930's, and upgrading of the Hudson and East River tunnels leading to Penn Station, New York. The report also urges that Amtrak develop a multi-year capital plan (*Weekly Rail Recap*).



CSX  
NS  
OTHER ROADS

UNION PACIFIC brought a 29-car train—all in yellow—to Philadelphia for the Republican National Convention. Routed via CSX from Chicago via Selkirk, NY, the special traversed the High Line and arrived in South Philadelphia several hours late, around 12:40 PM Sunday, July 30. Two CSX B36-7 locomotives were coupled ahead of UP E9's #949 and 951. Made up of cars with names like Shoshone and City of San Francisco (see El Simon's column elsewhere for the consist), the colorful train was parked on two temporary tracks laid in a parking lot on Pattison Avenue, within easy walking distance of the First Union Center where the convention was based. Large "Welcome delegates!" banners featured a circular logo picturing a UP diesel locomotive surrounded by the legend "Delivering America's dreams." "We are here to do some business," a UP spokesman told the *Inquirer*. The two stylish E9's were parked separately on a siding at Pattison Avenue & Darien Street. Not to be outdone, BURLINGTON NORTHERN & SANTA FE and CANADIAN NATIONAL/ILLINOIS CENTRAL ran a special train of business cars to Philadelphia via NORFOLK SOUTHERN, which was parked on track 10 at AMTRAK's 30<sup>th</sup> Street Station where rail operatives could schmooze the visitors. The railroads were among dozens of major corporations which spent millions of dollars to wine and dine the visiting politicians, in the apparent hope of influencing future legislation.

GOP Candidates George W. Bush and Dick Cheney flew to Pittsburgh on Friday, August 4, where they boarded campaign train on NORFOLK SOUTHERN for a whistle-stop tour through the Midwest. The train was made up of private cars furnished by several railroads, the podium on the rear open platform reading "Faces of the American spirit".....In July former CONRAIL CEO David M. LeVan, in an interview with the *Inquirer*, said that he was not surprised by the problems NS and CSX have had in digesting their segments of Conrail. "I tried mightily to convince people that you can't pay a premium price for the Conrail network—more than it was worth—then break up the network and get a return on the price you paid," he said. "The pieces are not as valuable as the whole." He commended former Philadelphia Mayor Edward Rendell as the "only stand-up" public official during the takeover fight, and derided Governor Tom Ridge, business leaders and shippers for "buying NS's line (of talk)." LeVan, who has long been a motorcycling enthusiast, has taken some of his severance money and set up a Harley-Davidson dealership in his hometown of Gettysburg, PA (*Weekly Rail Recap*).

CSX and Locomotive Leasing Partners, a joint venture of EMD and General Motors Corp., have completed what they said is one of the largest locomotive swaps ever. CSX has received 25 LLPX SD70M's, three GP60's and three SD60's, all of them already on lease to CSX, in exchange for 153 four-axle units (17 GP40's, 91 GP38's, 29 SW1500's, four SW1001's and 12 GP15-1's), which will be added to LLP's 500-unit lease fleet. Meanwhile, CSX in July began taking delivery of 75 new CW44AC locomotives from General Electric, carrying road numbers 422-496 (Baltimore Chapter).

Former CSX President A. Paul Funkhouser died July 19 in Richmond, VA at age 77. Originally hired by the Norfolk & Western, Funkhouser came to the PRR with former Chairman Stuart T. Saunders in 1963, becoming senior VP of sales & marketing of Penn Central before leaving for Seaboard Coast Line in 1974, where he became president in 1977. He retired from CSX in 1986.....Both CSX and NORFOLK SOUTHERN are telling shippers that they will be ready for the peak fall shipping season, in spite of problems in integrating their former CONRAIL operations. With the worst of those problems seemingly past, CSX is projecting improved average terminal dwell times of 27.0 hours, average train speeds of 19.0 mph and an average of 250,000 cars on line. NS is projecting 25.0 hours, 20.4 mph and 220,000 cars, respectively (*Traffic World*).....CSX and NS, along with CANADIAN PACIFIC and UNION PACIFIC, have jointly invested in Arzoon, a privately-held company that has developed Internet technology to provide one-stop transportation management services. NS CEO David R. Goode said "This will open up a whole new world of options for customers."

PATCO last month instituted an average 15-percent fare increase, the second phase of an overall 45-percent boost that was started last summer.....PATCO's two top managers resigned in July. Both General Manager Robert Schwab, who joined PATCO in 1982, and Joyce Gallagher, his assistant GM for operations and planning, will join the transportation consulting firm of LTK Engineering Services in Blue Bell, PA.....We note the recent disappearance of the unsightly graffiti which has long decorated the west side of the joint CSX-NS High Line in West Philadelphia.....The *Inquirer* reports that NJ TRANSIT could face a potential deficit of \$2.2 billion over the next five years.....The children's film "Thomas and the Magic

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Railroad," starring Peter Fonda and Alec Baldwin, was released this summer. Part of the filming was done on the STRASBURG RAIL ROAD, after SRC forces built a full-size "Thomas".....The *Inquirer* reported that three bombs were planted July 10 at the offices of the WINCHESTER & WESTERN RAILROAD in Bridgeton, NJ. They did not detonate, and police were looking for the perpetrator.

Member Bert Pennypacker authored an article on the 1855-vintage ex-Reading stone-arch bridge at West Falls, Philadelphia, which appeared in the June issue of Milepost, the magazine of the Friends of the Railroad Museum in Strasburg.....Amherst Industries has closed its railcar plant at Landisville, PA, also shutting down its wholly-owned Landisville Railroad (Lancaster Chapter).....WILMINGTON & WESTERN this month expects to begin reconstruction of its bridges which were washed out in the Hurricane Floyd disaster a year ago.....Following a favorable court decision, PennDOT is ready to begin construction of a 2.2-mile hiking and biking trail along the old Philadelphia & Western right-of-way in Radnor Township. The project had been delayed by a lawsuit filed by neighborhood "NIMBY" residents.....A former CONRAIL (New Haven) caboose is a prime feature in the Camden Children's Garden, near the New Jersey Aquarium in Camden. People have been flocking to the Garden to see the 600-foot G-scale train layout, designed by the same person responsible for the Morris Arboretum's well-known garden railway in Philadelphia.

That ex-Pennsy E8 purchased from NORFOLK SOUTHERN by JUNIATA TERMINAL Owner Bennett Levin (see August *Cinders*) has been moved to Juniata's Philadelphia shop. The former NS 1000 (CONRAIL 4020) will receive its original PRR number, 5809, and be restored to its early 1960's appearance with tuscan-red paint, wide yellow stripe with shadowed keystone, and dummy induction radio antennas on the roof. Levin is now negotiating with the Maryland Mass Transit Administration to acquire retired MARC E8's #60 and 61.....The abandoned ex-PRR freight station at Newtown Square, PA, recently threatened with demolition, has been saved by the local historical society. The 1895 wooden building was moved last spring to a new location on West Chester Pike a mile west of Newtown Square, where restoration is planned.....The U.S. Treasury Department has rolled out a massive advertising campaign to encourage use of the newly-minted golden Sacagawea dollar coins (maybe you've seen the TV ads). Those promoting the campaign include 18 transit authorities—SEPTA among them—which are pushing their use in ticket vending machines. Change-making devices in some SEPTA stations dispense the new coins.

The City of Wilmington will go forward with planning a trolley system to link downtown with the waterfront area near the AMTRAK station. Mayor James Sills has approved a \$2.6-million design contract with consultant Parsons Brinckerhoff.....The Buckingham Valley Trolley Association has changed its name to the Electric City Trolley Museum Association, reflecting its new interest in the trolley museum at Steamtown, Scranton.....CANADIAN NATIONAL and CANADIAN PACIFIC have entered into two track-sharing agreements which they say will generate \$30 million in annual savings. One of the agreements will give CN access to CP's rail network in New York, New Jersey and Pennsylvania.

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“ Hamburg <sup>ⓐ</sup> .....	8.48 A.M.
“ READING—Outer Station .....	9.13 A.M.
“ “ —Franklin Street .....	9.16 A.M.
“ Pottstown .....	9.36 A.M.
Ar. Philadelphia—North Broad St. Sta.....	10.31 A.M.
“ “ —Reading Terminal .....	10.40 A.M.

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## A New Jersey Circle Trip

By Rodger Fredrick

Old timetables can be more than a historical reference. My January 1943 *Official Guide* is full of interesting circle trip possibilities. One such trip was to take the PRR ferry to Camden, then the train to Asbury Park via Pemberton and Toms River, with a return via Rahway and Trenton. The seaside line from Toms River to Bay Head was an early postwar casualty but in 1950 you could still travel via Monmouth Junction, Jamesburg and Manasquan to Asbury and then return via Rahway. As a matter of interest, you could also do a smaller circle at that time via Monmouth Jct., Jamesburg, Spotswood, Perth Amboy and Rahway (this was the route of a 1959 Philadelphia Chapter trip to New Haven, CT).

I tried to duplicate the Toms River circle trip using today's trains and buses and developed a variation of it. You can take SEPTA to Trenton, then NJT to Rahway and change to the North Jersey Coast line to Point Pleasant Beach, a good place to stop for lunch. You then take an NJT Route 317 bus to Lakewood and change to Route 559 for Absecon or Atlantic City via Toms River and Smithville to return to Philly via NJT train. You can delete the Atlantic City leg by using the 317 bus direct to Philadelphia. You could also do the circle counter-clockwise starting with the 317 bus direct from Philly to Point Pleasant and

then the train to Rahway. The Atlantic City portion does not work in this direction as the connection at Lakewood is missed by one minute, causing a one-to-two hour wait for the next bus. I wonder if NJT Bus Operations knows of this situation? In any event, the clockwise circle could be a pleasant one-day outing, totaling about 183 miles by train and 75 miles by bus.

Perhaps by the time you read this article SEPTA will have started a new bus Route 303 which is to operate between Neshaminy Mall and Doylestown Hospital. This will use Street Road and Easton Road, connecting the R5 at Doylestown with the R2 at Warminster and the R3 at Neshaminy Falls. How about this combination: R5 center city to Doylestown, 303 bus to Warminster, R2 to Jenkintown, R3 to West Trenton, NJT bus route 608 (weekday rush hour only) to Trenton and R7 back to center city, for a total of about 100 miles by rail.

One other comment: at last report NJT still offered an all-day pass good on all rail lines Saturday or Sunday for about \$20.00; it might cost a few dollars more now. You could collect a lot of miles on a junket from Trenton, although neither the Boonton or Montclair lines are in service on weekends. However, the opening of the Secaucus Transfer and the Montclair Connection might offer new travel possibilities.

PHILADELPHIA CHAPTER'S ANNUAL AUCTION  
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