

# Welcome NRHS Officers and Directors to Philadelphia!!



# CINDERS

APRIL 2001



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Volume 62      Newsletter of the      Number 4  
PHILADELPHIA CHAPTER  
National Railway Historical Society Inc.  
Post Office Box 7302  
Philadelphia, Pa. 19101

## Welcome to Philadelphia!!

On behalf of the nearly 500 members of Philadelphia Chapter, I wish to extend a hearty welcome to the officers and directors of our Society as they meet April 20-22 at the Philadelphia Airport Marriott Hotel. I think it particularly fitting that the Society return here for a meeting in the year that Philadelphia Chapter marks its 65<sup>th</sup> anniversary.

A lot has happened since NRHS last held a directors' meeting in Philadelphia, in November, 1984. That month was historic in that it marked the closing of the famed Reading Terminal as a passenger rail facility, coupled with the opening of the \$330-million Center City Commuter Rail Tunnel. The City of Philadelphia was criticized by some community activists for spending what it did for the Tunnel, which united the former Pennsylvania and Reading commuter rail lines. Today, some 17 years later, the cost of that project seems a bargain, as it has opened many travel opportunities by rail throughout the Delaware Valley for workers, students and shoppers alike.

Reading Terminal, completed in 1893, was recognized by Philadelphia Chapter on the occasion of its 75<sup>th</sup> anniversary in 1968 with the erection of a plaque in the waiting room marking the milestone. The Terminal headhouse and its historic trainshed are preserved today, serving new lives as part of the downtown Philadelphia Marriott Hotel and the Great Hall of the Pennsylvania Convention Center respectively. I hope you'll participate in the rededication of Philadelphia Chapter's plaque as it's placed back on display in the 2 PM ceremony on Friday, April 20.

I trust you'll find time to visit the Society's headquarters and library on the 12<sup>th</sup> floor of the Robert Morris Building, northwest corner of 17<sup>th</sup> & Arch Streets. Many Philadelphia Chapter members are proud to be the core of a cadre of library volunteers who answer research requests, catalog donated materials for future rail historians to enjoy and use.

Much of America's history is in Philadelphia, and so is the heritage of this Society. I hope you'll enjoy it all!

LESLIE J. DEAN  
President

## Special Notice to Philadelphia Chapter, NRHS Members

Because a large number of the NRHS officers and directors attending the Spring, 2001 Directors' Meeting have expressed their intention to attend the Chapter's April 20 meeting, the location has been changed for APRIL ONLY to the Philadelphia Airport Marriott Hotel. Please take special note of the meeting information contained below, which provides detailed information on riding SEPTA or driving to the Airport Marriott Hotel.

## MEETING NOTICE:

FRIDAY EVENING, APRIL 20, 2001  
Salon A, 2<sup>nd</sup> Floor, Philadelphia Airport Marriott Hotel,  
One Arrivals Road, Philadelphia, PA 19153  
Meeting at 7:30 PM (no dinner this month)

**TRANSPORTATION TO PHL AIRPORT MARRIOTT:**  
**By Train:** Use SEPTA R1 Airport Regional Rail Line – detrain at Terminal B, cross skybridge toward Baggage Claim and Marriott Hotel. You will enter Hotel on 2<sup>nd</sup> floor level. Look for Salon A.  
**By Auto:** Use ARRIVING FLIGHTS road. Just past the Marriott Hotel on right hand side is entrance to **Garage C** parking. You may park **ONLY ON THE SECOND LEVEL**. Entrance to hotel is the second floor. **WHEN EXITING PARKING GARAGE FOLLOWING MEETING, MENTION 'NATIONAL RAILWAY HISTORICAL SOCIETY' TO RECEIVE SPECIAL \$6.00 PARKING RATE!**

Our April 20, 2001 meeting will feature Chapter Member Larry De Young, presenting a narrated slide program entitled **Cincinnati in the 1970's – plus Marion, OH and Corbin, KY**. Larry has presented any number of slide programs at our meetings in the past, and they're always well photographed and well detailed.

Many NRHS National officers and directors from around the United States will attend this meeting. Why not come out, welcome and meet them and enjoy a program of Ohio railroading from the 1970's.



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

**CHAPTER OFFICERS**

President.....Leslie J. Dean (610) 586-7294  
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 Sales.....Dave Kopena (215) 441-8092  
 Trip (temporary).....R. L. Eastwood, Jr. (215) 947-5769

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

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

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

*Cinders* is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding *Cinders* should be directed to the Editor at P. O. Box 7302, Philadelphia, PA 19101-7302.

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

**NRHS Directors' Coming to Philadelphia;  
 Events Taking Shape for April 20-22**

NRHS National officers and directors from around the United States have submitted their registrations for the Spring, 2001 Directors' Meeting weekend to be based at the Philadelphia Airport Marriott Hotel April 20-22. Philadelphia Chapter has not hosted a Directors' Meeting since November, 1984, the week that Reading Terminal closed and the Center City Commuter Tunnel opened for service. A chartered train of former Reading Blueliner MU's was operated in connection with that weekend 17 years ago.

One adjustment made as a result of the forthcoming session is the relocation of Philadelphia Chapter's April 20 meeting, which will not be held at Thomas Jefferson University, but will be relocated to the Airport Marriott Hotel, Salon A, Second Floor, beginning at 7:30 PM on Friday, April 20. Meeting information will be found on Page 1 of this issue.

As a part of the Directors' weekend, the rededication of the plaque presented by our Chapter to the Reading Company commemorating the 75<sup>th</sup> Anniversary of Reading Terminal will be rededicated in a ceremony to be held at 2 PM on Friday, April 20, inside the Market Street entrance to the former Reading Terminal headhouse. The re-erection of the plaque was negotiated by *Cinders* Editor Larry Eastwood and Pennsylvania Convention Center Authority President and CEO Robert J. Butera. The former Reading Terminal trainshed, now the Great Hall of the PCC, will be open for inspection by everyone following the ceremony. All Chapter members are invited to this event.

While the primary purpose of the meeting is to conduct the business of the Society, two social events will take place which are open to Philadelphia Chapter members. On Saturday morning, April 21, there will be a chartered SEPTA West Philadelphia rail tour featuring Peter Witt #8534 and PCC #2732. At *Cinders* presstime, tickets (\$22 each) are still available, and members wishing to participate should call Larry or Marie Eastwood at 215-947-5769 to secure space. The trip leaves the 30<sup>th</sup> Street subway-surface platform at 9:00 AM and returns about 2:00 PM.

Saturday evening, a banquet will be held at the Airport Marriott, with cocktails beginning at 6:00 PM and dinner at 7:00 PM. The speaker will be SEPTA General Manager John K. Leary,

**NOTICE OF ANNUAL MEETING & ELECTION**

Notice is hereby given of election of Chapter officers to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society, on Friday, April 20, 2001, beginning at 7:30 PM.

Any member in good standing who is interested in serving as President, Senior Vice President, Vice President & Treasurer, Secretary or National Director may be nominated from the floor at the April 20 meeting. There are presently no candidates for the office of President or Senior Vice President.

MARIE K. EASTWOOD  
 Secretary

**Edward T. Gibbs March 9, 2001**

Chapter-only Member Edward T. Gibbs, of Jersey City, NJ, passed away on Friday, March 9, 2001, at the age of 77, following a heart attack. His home chapter membership in NRHS was through the Baltimore Chapter, and he was a Chapter-only member of New York Chapter, as well.

Gibbs, who joined Philadelphia Chapter in 1994, was a long-time transportation enthusiast and had participated in a number of our fantrips. He had been employed at one time in bus operations at New York's Port Authority Bus Terminal. In addition to railroads, he shared an interest in steamships, theater architecture and motor vehicles (including fire trucks and postal vehicles). He was one of the founders of the Motor Bus Society.

Jr. There are two choices for dinner: roast prime rib of beef (\$43) and Chicken Napa Valley (\$36) and the reservation coupon included with March *Cinders* should be used. Deadline for banquet reservations for Chapter members is Friday, April 13.

Several Chapter members have volunteered to man the registration tables at the Marriott for incoming delegates. Others wishing to assist are asked to call Larry or Marie Eastwood at 215-947-5769 to determine if help is still needed.

We urge you to join in making fellow NRHS members from around the U.S. welcome as they meet here April 20-22.





Amtrak Train #5, the **California Zephyr**, derailed near Nodaway, Iowa late on Saturday evening, March 17, resulting in one fatality and 90 injuries. The cause of the accident is thought to possibly be a defective rail, but at presstime was uncertain. There were 16 crew members, 147 coach passengers and 48 sleeping car passengers on board the train.

Heading #5 were brand-new GE P42's #140 and 141, which were derailed and upright, as was deadheading Caltrain bi-level coach 4008, returning from a rebuilding. Next in the train were MHC 1517, baggage car 1195 and Superliner transition sleeper 39040, all in a ditch and on their side. Following were Superliner coaches 34071 and 34070 and smoker coach 31522, Sightseer lounge 33034, all in various positions. Three of these cars, plus the baggage car, are all potential write-offs. Superliner diner 38033 and sleepers 32096 and 32049 were next, all derailed and upright. Following were boxcars 70041, 71149, 70005 and 71198, which did not derail, and CouplerMate 5223, RoadRailer 466855 and CouplerMate 5205, all remaining on the rails. Loss of this equipment, coupled with other wreck-damaged equipment already out-of-service, will strain Amtrak consists as we approach the peak travel season this year.

In more positive news, Amtrak introduced Phase II of its Acela Express program on March 5, the day when the fifth trainset was commissioned for revenue service. As information, Acela Express Train #2183, which departs New York at 3:50 PM for a non-stop run and arrival at Washington at 6:18 PM, passes intermediate points as follows: Newark (4:01), "Union" (4:09), "County" (4:15), Trenton (4:26), "Holmes" (4:38), North Philadelphia (4:44), 30<sup>th</sup> Street (4:50), "Hook" (5:02), Wilmington (5:08), "Perry" (5:26), Baltimore (5:48), Bowie (6:04), New Carrollton (6:07). First class riders on Acela Express trains enjoy a fancier menu, featuring an appetizer, three entrée choices and dessert plus a variety of beverages.

As well, Acela Express trainsets 4 through 8 are now all commissioned, too. Trainset 4 was received on March 4, 2000, and cleared for service on March 5, 2001, with trainset 5 received May 9, 2000 and cleared October 17, 2000. Trainset 6 was received June 22, 2000 and cleared for service on December 7, trainset 7 received August 21, 2000 and cleared February 13, 2001, and trainset 8 received October 20, 2000 and cleared January 17, 2001. Trainsets 9 through 11 are in the acceptance testing phase and were received as follows: 9-December 27, 2000, 10-February 6, 2001 and 11-March 7, 2001. Trainset #11 is made up of Power unit 2031, cars 3215, 3554, 3549, 3302, 3444, 3417 and Power unit 2030.

As information, delivery and acceptance dates for the HHP-8 electric locomotives are as follows: 654 (5-18-00, 8-25-00); 655(1-28-00, 7-31-00); 656 (9-05-00, not yet accepted); 657 (1-17-01, not yet accepted); 658 (9-13-00, 12-01-00); 659 (6-28-00, 9-01-00); 660 (2-01, not yet accepted); 661 (12-06-00, 1-31-01); 663 (9-27-00, 12-22-00); 664 (7-28-00, not yet accepted).

In some motive power items, four rebuilt F40's have been repainted into a Surfliner scheme to back up the fleet of F59's. The units include 381, 383, 399 and 415, the latter being the highest numbered F40 and a former GO Transit unit at that. Bangor & Aroostook has returned three of the rebuilt F40's to Amtrak. They bear BAR numbers 452, 460 and 463. On February 27, new GE P42 #144 was delivered to Amtrak. Editor Larry Eastwood, however, rode behind brand-new P42's #149 and 146 on Train 64, the **Maple Leaf** from Niagara Falls to Albany-Rensselaer on Saturday, March 24, as they were working their way from GE's Erie plant to Rensselaer.

In some equipment items, the proper name for the rebuilt Amtrak Heritage diners is "Timoinsa". I had been using a different spelling which I secured from Amtrak records. It may, however, be academic, since reports suggest that the remaining diners will be rebuilt "in kind", without features such as the small lunch counter.

The final car in the authorized Capstone program, 20130, was released as 85004 on February 8. Two additional cars appear to have been added - 43009 and 48153 on January 9.

Amtrak has modified two existing push-pull baggage cars with bicycle racks. Car 1225 is now 1855 and 1209 is 1856. Both are assigned to Boston and neither has been repainted.

Last issue, we detailed some of the changes included in the March 5 timetable change, but there are additional items which can be summarized as follows: two additional Acela Express round-trips were added, and Acela Express Train 2150 has discontinued its New Carrollton, MD stop.

Trains 94 and 95 are now Acela Regional trains, replacing Trains 131 and 132 on virtually the same schedule. Train 95 has added a stop at Kingston, RI. This change means that the Washington-Newport News segment runs about 40 minutes earlier, while Train 94's return trip from Newport News is 2 hours, 10 minutes earlier. The northbound **Twilight Shoreliner** runs about 25 minutes later to New York, and its New England running time has been shaved somewhat, too.

To maintain the same number of trains between New York and Washington, a new pair of trains, 183 and 196, replace 94 and 95's old schedule. Train 178 adds stops at Old Saybrook, Mystic, Westerly and Kingston. Clocker 639 discontinues its stop at Metropark. Weekend Train 153 adds Princeton Junction, and 194, like 94, runs 2 hours, 10 minutes earlier between Newport News and Washington. Springfield-New Haven changes include 495, about an hour earlier, while 478 replaces 494 on a schedule 45 minutes later.

Weekend Metroliner service is expanded, with Train 209 adding Sunday operation. New Trains 212 and 213 leave Washington and New York at 12 Noon respectively. Trains 214

(Continued on Page 4)



## ON THE SCENE (Continued from Page 3)

and 215 add Saturdays, while 217 is discontinued Sundays. Train 222 runs Sundays instead of Saturdays and 223 also operates Sunday instead of Saturday, and Trains 224 and 225 add Saturdays.

To provide additional weekend capacity, Amtrak drafts 15 cars from the Clobber pool. Upon the arrival of Friday evening trains 627 and 633 at Philadelphia, one ADA and three standard Amcoaches are removed and the consists are rearranged. The remaining 15 cars deadhead to New York as Train 1182. Sunnyside pulls the train, with the first six cars operating Saturday on Trains 153 and 186 and on Sunday as 157. These cars then deadhead back to Philadelphia's Penn Coach Yard. The remaining nine cars run as Trains 155 and 158 Saturday and 153 and 186 Sunday, returning to Philadelphia Sunday evening as Clobber 639.

In a couple of Empire Service notes, you can ride Amtrak's last Heritage (Clobber) coaches on the Adirondack (eight cars assigned to two sets) and Trains 294-295, the New York-Rutland (VT) Ethan Allen (four cars). This leaves three spare cars. Metroliner Service equipment is borrowed for Trains 283 (Saturday) and 288 (Sunday), New York-Niagara Falls and return. Incidentally, the one operable turbo trainset is currently assigned to Trains 256-259 (Monday-Thursday) and 256-257 (Fridays).

Amtrak ordered the first 109 of an anticipated 350 refrigerated cars for ExpressTrak service from Ebenezer Rail Car Services of West Seneca, NY (near Buffalo).

Trainset #7 of the Pacific Surfliner equipment was delivered to Amtrak on February 23.

Amtrak has leased nine Horizon fleet cars to NJ Transit to help out with NJT's shortage of seats.

In one of many cost-cutting measures, Amtrak has ceased purchasing headrest covers and will use up its remaining stock on "long-haul" trains.

A possible clue to future route development on Amtrak came with two special trains the carrier operated during February and March. On February 21-22, Amtrak and Florida East Coast ran a round-trip between Jacksonville and Miami, switching to the present Amtrak (ex-SAL) route at West Palm Beach. For the record, the running time was 8 hours, 10 minutes and intermediate stops were scheduled at St. Augustine, Daytona Beach, Titusville, Cocoa-Rockledge, Melbourne, Vero Beach, Fort Pierce and Stuart. The consist was an FEC GP40, P42 31, Horizon coaches 54029, 54518, 54531, 54513, Amfleet II 25120 and FEC observation Azalea, which is a five-bedroom high-window observation that was FEC's contribution to the New Royal Palm of 1950. It's now their business car.

On March 7-March 9, Amtrak also operated the rescheduled Meridian-Dallas train, which will be known as the Crescent Star at such time as it begins operation. Consist was a P42, instruction car 10501, a Viewliner sleeper and track inspection car Beech Grove.

The 2001 edition of the American Orient Express will consist of the following equipment: 800715-Los Angeles (ex-San Antonio), ATK 2233-Pacific Star, 800668-Grand Canyon, 800050-

Santa Fe (ex-Monte Cito), 800218-Portland (ex-Bella Vista), 800129-Vienna, 800231-Monte Carlo, 800298-Paris, 800311-Rocky Mountain, 800328-Chicago, 800301-Zurich, 800310-Seattle, 800297-Istanbul, 800258-Washington, 800255-Berlin and 800321-New York.

Easily the fanciest special move in which Amtrak ever was involved came in November, 1972 when General Motors chartered five all-sleeper trains to West Virginia's Greenbrier Hotel. The trains originated at New York, Indianapolis, Detroit (2) and Flint. For this move, Amtrak provided two five-bedroom lounges and two six-bedroom lounges and as many bedroom sleepers as they could round up.

Canadian National Railway supplied 15 10-6 sleepers, a seven-compartment observation, six five-compartment, three drawing room sleepers, four dining cars, three 14-4 sleepers, four lounges and three 10-5 sleepers (total 36 cars). Union Pacific provided 11 bedroom sleepers, a heater car, baggage car, two diners and two lounges. This was almost the entire consist of one of the two Detroit trains (there were also three CN 10-6's in this train). Power was three Chessie System GP40-2's (in one case, two GP40's and a UP E8). The New York train was hauled by two Penn Central GG1's to Washington and three PC E8's beyond. To round out the consists, Missouri Pacific provided a 10-6 staff sleeper and Southern loaned its three bedroom sleepers to the move.

In some transit and commuter items, the refurbishing of SEPTA Frankford El stations continues, with, generally, every other station completed. It appears that the last station to begin rehab is Church Street in Frankford.

Minneapolis will see light rail service again, using 18 Bombardier-built LRV's.

Chicago's METRA has ordered 26 3,800-hp locomotives for delivery by 2004. They'll replace the 15 F40C's on former Milwaukee Road routes, and possibly a few early F40's.

New York City has ordered 350 more R142 subway cars as a follow-on to a 680-car order. These will replace IRT "reds" by the end of 2003. New York has also ordered 100 more M-7 multiple-unit cars for Long Island (325 now are on order).

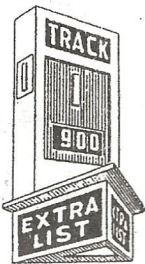
In January, Atlanta's MARTA extended its North Line to Sandy Springs and North Springs.

Long Island's summer schedules for this year will include the usual extra trains to Montauk and Greenport. The Cannon Ball will offer reserved service on several cars each Friday between May 25 and September 7 (these only operate eastbound to Montauk).

The double bedroom was introduced in June 1930 by Pullman Company in two series of cars. Newly-built 13-bedroom cars would total 15 on the Baltimore & Ohio (Alton Route), New York Central and Pennsylvania. These were named for early mansions (like Emlen House), and obviously were assigned to the best trains. The PRR's four cars were named Craigie House (Longfellow's residence in Cambridge, MA), Emlen House (Washington's residence in Fort Washington before moving to Valley Forge), Octagon House (Washington, DC residence designed by the architect of the U. S. Capitol) and Royall House (built in 1637, owned by Massachusetts Governor John Winthrop).

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**APRIL 20:** Rededication of plaque originally presented to the Reading Company by Philadelphia Chapter, marking the 75<sup>th</sup> anniversary of Reading Terminal in 1968. The ceremony will be held on the street floor of the Reading Terminal headhouse at 2 PM, as officials of the Pennsylvania Convention Center Authority accept the plaque from NRHS officers. Chapter members are invited.

**APRIL 20-22:** NRHS spring directors meeting hosted by Philadelphia Chapter, at Airport Marriott Hotel, Philadelphia. Events include Saturday excursion and banquet. See notice elsewhere in this issue.

**APRIL 23:** West Jersey Chapter, NRHS meeting at Haddonfield Borough Hall, Kings Highway several blocks east of Haddonfield PATCO station, 7:30 PM. Program will be West Jersey Member Tony Macrie with a slide program on the last decade of the PRSL and the development of the Cape May Seashore Lines to the present day.

**MAY 5:** Railfans Day on Middletown & Hummelstown Railroad, sponsored by Jersey Central Chapter NRHS. Activities will include the operation of passenger train pulled by 65-ton locomotive and freight train with Alco T6 unit. Numerous photo stops will be staged. Events begin at 9:30 AM at M&H yard, Middletown, PA. Fare: \$32 per person, including coach seat, box lunch and admission to night photo session. For extra \$10, passengers may ride in a former Jersey Central caboose for part of the day. Order tickets from: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 007066-0700, making check payable to "JCRHS."

**MAY 5-6:** Annual Spring Train Show & Sale at historic Music Pier, Ocean City, NJ. Operating layouts, model trains of all gauges, sales, door prizes and appraisals will be featured. Hours: 1-8 PM Saturday, 11 AM-4 PM Sunday. Admission: \$1 per person. For information, telephone 609-525-9296.

**MAY 6:** Kawasaki two-car LRV excursion on SEPTA's former Red Arrow Media and Sharon Hill lines, operated by Electric City Trolley Museum Association and East Penn Traction Club, in connection with 15<sup>th</sup> annual National Model Trolley Meet. Trip departs 69<sup>th</sup> Street Terminal (suburban light rail platform) 10 AM. Fare: \$25 per person (if ordered before May 1), \$30 per person after that date. Order tickets from: George Metz, 13 Post Run, Newtown Square, PA 19073-3014, making remittance payable to "ECTMA" and enclosing stamped, self-addressed envelope. For information, telephone 610-353-4982.

**MAY 12:** Railfan Day on Cape May Seashore Lines, including two complete round-trips between Cape May Court House and Cape May, NJ using two-car RDC train. Photo stops will be made and a night photo session scheduled. First trip departs Fairgrounds station, Cape May Court House, at 10 AM. Fare for all events: \$30 per person. Order tickets from: Wilmington Chapter NRHS, co Steve Barry, 117 High Street, Newton, NJ 07860-1003 (telephone 973-383-3355 weekdays).

**MAY 17:** "German Castles & Railroads in 3-D" slide lecture by Mitchell Dakelman, NRHS director media services, at National Canal Museum, Two Rivers Landing Auditorium, 30 Centre Square, Easton, PA, beginning at 7:30 PM. Admission is free. For information, telephone 610-559-6613.

**MAY 18:** Armed Forces Day excursion from Steamtown National Historic Site, Scranton, PA, to annual open house at Tobyhanna Army Depot, Tobyhanna, PA. Train leaves Steamtown at 12 Noon. Fares: \$20 adults, \$10 children (under 12). For tickets and information, telephone 888-693-9391 (Steamtown website at [www.nps.gov/stea](http://www.nps.gov/stea)).

**MAY 19:** Grand reopening of Wilmington & Western Railroad after repair of damage caused by Hurricane Floyd in 1999. Opening ceremonies at 11 AM at Greenbank station, Marshallton, DE, then special all-reserved steam-powered train departs at 12:30 PM for Hockessin, DE. Diesel-powered train leaves for Mount Cuba at 1 PM, and steam-powered train to Mount Cuba at 3:30 PM. For information, telephone 302-998-7408 (W&W website at [www.wvrr.com](http://www.wvrr.com)).

**MAY 29:** West Jersey Chapter, NRHS meeting at Haddonfield Borough Hall, Kings Highway several blocks east of Haddonfield PATCO station, 7:30 PM. Program will feature Donald Herman, who will provide program on New York's Penn Station and the new Acela Express trains.

**JUNE 2-3:** Annual Pennsy Days at Railroad Museum of Pennsylvania, Strasburg, Saturday 9 AM- 5 PM, Sunday 12 Noon-5 PM, co-sponsored by PRR Technical & Historical Society. Special lectures, exhibits, memorabilia and tours of Pennsylvania Railroad equipment will be highlighted, and several noted railroad artists will have their works on display and for sale. Regular admission applies. For information, telephone 717-687-8628 (museum website at [www.rmmuseumpa.org](http://www.rmmuseumpa.org)).

**JUNE 18-23:** NRHS national convention at St. Louis, MO, sponsored by St. Louis Chapter. Several excursions and other activities are planned (see story in January *Cinders*). Brochures and order forms have been mailed to all members who pre-registered for the convention (fee is \$25). For further information, see the convention website ([www.stlouisnrhs.org/nrhs2001/home.htm](http://www.stlouisnrhs.org/nrhs2001/home.htm)).

**Save GENUARDI'S Family Markets cash register tapes. They provide funding to maintain RDG FP7 #903!!**

## ON THE SCENE

(Continued from Page 4)

That same month, Pullman introduced the rebuilt *Villa* series cars with 10 sections and three bedrooms. The Chicago-Toronto **International Limited** probably received the first cars. Lehigh Valley was another early user on its New York-Toronto car line.

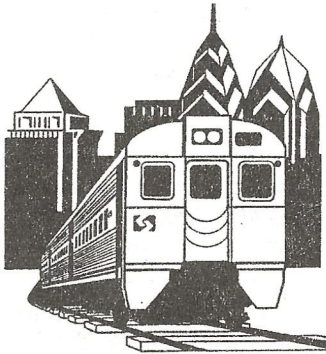
During World War I, Baltimore & Ohio trains were admitted to Pennsylvania Station in New York. They operated via the Lehigh Valley from Manville Junction to West Newark, thence on the PRR to Manhattan. Six trains operated over this route until 1927, stopping to change power at Manhattan Transfer. Most trains stopped at Bound Brook and two also stopped at Trenton Junction (today's West Trenton). The year 1927 brought B&O's famous President-class P7 Pacifics, running all the way to and from Jersey City. The famous B&O bus connections began at the same time, and included a bus running from Newark to Elizabeth (in 1927 and thereafter, B&O trains stopped at Elizabeth and Plainfield on the Jersey Central).



# PHILADELPHIA



## FRANK G. TATNALL, JR.



### SEPTA REGIONAL RAIL



### SEPTA TRANSIT

its headquarters in the Baldwin Tower, the old Baldwin Locomotive Works office building in Eddystone. Over 900 people now work in this building, part of a new industrial park which has prompted PennDOT and SEPTA to plan the reopening of Baldwin station on the R2 Marcus Hook-Wilmington-Newark (DE) line.

As a City Transit strike was threatened last month, SEPTA followed its time-tested strategy of gearing up Regional Rail to handle thousands of additional riders. Fortunately, the strike did not occur, and will not unless members of Transport Workers Union Local 234 reject the proposed contract (see below).

This spring promises to bring even greater misery to the lemming-like motorists who daily fight their way through the congested highway complex in King of Prussia. The ongoing \$250-billion project to rebuild a five-mile stretch of U.S. 202 and construct a new connector to the Schuylkill Expressway will, for the first time, directly impact Expressway traffic, as one westbound lane is closed while a new bridge pier is built. Various restrictions and closures on 202 will only add to the woes. PennDOT renewed its pleas that commuters find alternate routes, including SEPTA rail and bus service for trips to and from Philadelphia.

The "storm of the decade" forecast by the National Weather Service and hyped by the local news media (especially Channel 10 TV) for Monday, March 5, turned out to be a no-show. Just an inch or two of slushy snow resulted, with SEPTA virtually unaffected. The storm passed well to the north, dumping up to two feet of snow in parts of New England. There were many red faces in the meteorology fraternity, as they tried to explain why the snowstorm fizzled here. But this did little to mollify officials who had ordered schools closed, cancelled flights and assembled armies of snow-fighting equipment. Attendance was down 20 percent for the first two days of the Philadelphia Flower Show at the Pennsylvania Convention Center, as many people stayed away for fear of being stranded by the highly-touted "blizzard."

An Inquirer editorial on March 2 suggested that SEPTA Railroad Division management consider adopting AMTRAK's plan for "quiet cars," which offer sanctuary for passengers weary of inconsiderate people who shout into their cellular phones or carry annoying pagers. Because "there's plenty of cell-phone harassment from local rail riders' incessant and loud yakking," the *Inquirer* concluded, why not try cell-phone-free cars in SEPTA trains? "SEPTA just might come up with a new slogan, 'More quiet than driving'". . . . . A major paper company, SCA North America, with 50 U.S. production and office sites, has established

After several days of anxiety, Philadelphia transit riders were relieved to hear that SEPTA and TWU Local 234 had tentatively agreed to a new three-year contract. The agreement was announced at a news conference on Tuesday, March 20, five days after the old contract had expired. At the urging of Mayor Street, Chief Union Negotiator Harry Lombardo earlier had said that there would be no walkout at least until April 1. The agreement, whose terms had not been made public as *Cinders* went to press, is subject to ratification by the members of Local 234 and by the SEPTA board.

Lombardo, who had replaced the belligerent Steve Brookens as leader of the union (see February *Cinders*), credited the active intervention of Mayor Street, Congressman Robert Brady of Philadelphia and SEPTA Chairman Pasquale ("Pat") Deon in helping to resolve the dispute. A strike by the 4,700 bus, trolley and subway operators and mechanics on the City Transit Division would have forced more than 400,000 daily riders to seek other transportation. "This is the first contract in ten years to be settled without a work stoppage," pointed out General Manager John K. Leary, Jr. But, for a time a walkout appeared likely, as talks stalled over the thorny issues of wages and health care coverage. Yet surprisingly, just hours after Lombardo had denounced SEPTA officials as "Neanderthals" who wanted to make "slaves" of their employees, a news conference was called to announce the agreement, with handshakes and words of praise all around.

Last month SEPTA requested bids for the rebuilding of 18 PCC cars to be used on the Girard Avenue Light Rail Line (the reincarnated Route 15). SEPTA estimates the cost at \$1.5 million each. . . . . Before last month's strike deadline, SEPTA issued an updated "Getting Around" pamphlet, to show displaced riders how to use Regional Rail trains and Suburban Transit routes. . . . . The Broad Street subway was expected to carry a share of the 20,000 fans flocking to the First Union Center for the NCAA Regional basketball tournament on March 22 and 24. . . . . The American Public Transit Association will begin a \$30-million advertising campaign to promote mass transit. TV ads will start airing in October.

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# PHILADELPHIA EXPRESS



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## AMTRAK

"The train is leaving the depot" is the title of a U. S. News & World Report in the March 19 issue, which highlights the per-passenger losses on several AMTRAK routes. While Metroliners were Amtrak's only profitable trains last year (showing a profit of \$38 per passenger), the system average loss was \$16.38. "Amtrak's finances are so dire it could be out of business in less than two years," U. S. News reports, citing a record loss of \$944 million in FY 2000. Congress has mandated that Amtrak become operationally self-sufficient by the end of 2002, which Amtrak President George Warrington insists is still feasible. Senator John McCain of Arizona, a virulent Amtrak critic, says "these people have been on the taxpayer's dime to the tune of \$23 billion since 1971. Now they want another \$30 billion over the next 20. And this is the outfit that said when it was created that it would be self-sufficient in two years. Now it's clear it's not going to be self-sufficient—and we need a national debate over what to do about it."

The AMTRAK Reform Council, set up by Congress to monitor Amtrak's performance and to propose a liquidation plan if that becomes necessary, issued a critical report last month. Declaring that Amtrak suffers from "fundamental institutional flaws" and should not be expected to function as a business under the pressure of political influence, ARC recommended that the railroad be split into three parts: a for-profit company to operate the trains, a government-owned entity which would own and maintain the tracks and other infrastructure, and a government oversight agency.....The Bush Administration's preliminary budget for FY 2002 includes \$521 million for AMTRAK and \$6.7 billion for mass transit, the latter representing a \$486-million increase over the current year (*Weekly Rail Update*).

The location for the proposed AMTRAK station at Paradise, PA has been changed again. Now it is suggested that the station be built just east of the Denlinger lumber yard, on the opposite side of Amtrak's Harrisburg mainline from the STRASBURG RAIL ROAD (Harrisburg Chapter).....AMTRAK Train #640 enroute from Harrisburg to Philadelphia on February 14 stalled at milepost 16 near Devon because P42 diesel #110 ran out of fuel. At 8:10 AM the 190 "guests" were transferred to SEPTA R5 train #4624.....The Borough of Mount Joy, PA is planning to build a new station on AMTRAK's Harrisburg line. Two sites are being considered (Harrisburg Chapter).....AMTRAK is offering a ten-percent discount to race-car fans traveling to and from NASCAR races around the U.S.



## CSX NS OTHER ROADS

CSX has assigned names to the five ex-CONRAIL office cars which are now part of the CSX fleet based in Jacksonville, FL. Handsomely painted in CSX's blue-and-silver

office car livery, they are: #8 Mississippi (8-bedroom sleeper), #9 Massachusetts (glass-end inspection car), #10 New York (open-platform lounge car), #11 Youngstown (10-5 sleeper), #12 Michigan (conference car).....In its annual report, CSX reveals that it paid a \$1.2-million severance package to former CONRAIL Official Ronald Conway, who served as president of CSX TRANSPORTATION from August 1999 to April 2000, when he was forced to resign (*Weekly Rail Update*).....CSX has joined NORFOLK SOUTHERN, UNION PACIFIC, BURLINGTON NORTHERN & SANTA FE and the two major Canadian roads as a participant in RailMarketplace.com, which allows railroads to purchase goods and services wholesale through the Internet (*Traffic World*).

Governor Ridge has criticized NORFOLK SOUTHERN for its announced closing of the huge carshop at Hollidaysburg, PA (see March *Cinders*). NS said at the time of its CONRAIL takeover that it could keep the shop solvent. Ridge, who supported the carving up of Conrail, said in a statement, "In short, Norfolk Southern has let us down".....CONRAIL has painted NS-owned GP38 #2943 to commemorate the 25<sup>th</sup> anniversary of CR. The Pavonia shop in Camden retained the standard blue livery with "Conrail Quality" lettering, but added "Spirit of Conrail" beneath the cab windows and "25 Years of Safety and Service" on the long hoods (*Railpace*).

NJ TRANSIT is seeking participation by historical and rail history groups in its Trenton Station Rehabilitation Project (PRRT&HS).....Union Switch & Signal has been awarded a contract to provide the cab signal system for NJT's 50 new Comet V control cars. The signals will incorporate the state-of-the-art Advanced Speed Enforcement System (ASES) which NJT is adopting (Jersey Central Chapter).....NJT's board has approved an 8.3-percent pay increase for Executive Director Jeffrey Warsh, bringing his annual salary to \$185,000 (Jersey Central Chapter).....CANADIAN PACIFIC has renamed its subsidiary St. Lawrence & Hudson Railway. It is once again an integral part of CP, designated the Eastern Network. Delaware & Hudson, which had operated as part of StL&H, is now officially the Northeast U. S. Service Area of CP, finally losing its historical identity which goes back more than 170 years (*Railpace*).

JUNIATA TERMINAL Owner Bennett Levin has announced that he will use his two ex-Pennsy, ex-CONRAIL E8A locomotives in excursion service. CR #4020 has been restored as PRR 5809 and #4021 is to become PRR 5711.....Pioneer Railcorp. has acquired the Gettysburg Railroad as its 16<sup>th</sup> shortline, and renamed it GETTYSBURG & NORTHERN. Pioneer is transferring two F7A locomotives from its NEW ORLEANS & LOWER COAST subsidiary to Gettysburg for use on G&N tourist trains (*Railpace*).....NEW HOPE & IVYLAND has been rebuffed in its proposal to move hundreds of carloads of stone from its railroad to Lower Bucks County, to be used in the project which will link the Pennsylvania Turnpike and I-95. The Delaware Valley Regional Planning Commission believes the use of trucks to be far more cost-effective (Montgomery County *Record*).

Responding to cutbacks in railroad capital spending, General Electric plans to lay off 160 workers at its Erie and Grove City, PA plants. After producing a record 911 locomotives in 1999, GE built 700 units in 2000 but only expects to manufacture 500-600 units this year (*Weekly Rail Update*).....The U. S. House of Representatives has re-established a Subcommittee on Railroads, to be chaired by Congressman Jack Quinn of New York.

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## PHILADELPHIA EXPRESS

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In the previous Congress, railroad matters were handled by the same subcommittee as highway and mass transit programs (*Weekly Rail Update*).....The much-maligned Penn Central Railroad now has its very own affinity group. The Penn Central Historical Society's address is P. O. Box 448, Lock Haven, PA 17745.....The Federal Railroad Administration says the last seven years have been the safest ever on the nation's railroads. Train accident fatalities have dropped by 87 percent, employee casualties by 34 percent and highway-rail crossing accidents by more than 35 percent. The National Transportation Safety Board reports that grade crossing deaths decreased from 431 in 1998 to 402 in 1999, and trespasser deaths decreased from 793 to 748 (*Weekly Rail Update*).....FRA has placed in service two new rail inspection vehicles. The self-propelled T-2000 can travel at up to 90 mph, and will replace the T-10 track geometry car which has been in service since the 1970's. The new T-16 inspection vehicle can be towed at speeds up to 150 mph (*Civil Engineering*).

### Correction to Slide Contest Winner List

In March *Cinders*, we incorrectly listed the winning slide in the **HEAVY ELECTRIC** category. We hopefully did not mislead you into thinking that the Navy's SW1200's on the Earle, NJ pier were electric! They were not! Dave Kopena's Second Place winner in the category was an Amtrak AEM-7 coming off the Susquehanna River bridge at Perryville, MD.

## Rockhill Trolley Museum to Expand in 2001

Rockhill Trolley Museum, operated by Railways to Yesterday, Inc. at Rockhill Furnace, PA, adjacent to the East Broad Top Railroad, has announced a major expansion of its operation, according to RTY President Joel Salomon.

During 2001, RTM will build a 3,000-foot extension onto its mainline track, leading the trolley line to the Pennsylvania Route 522 crossing, where a two-track terminal is to be constructed. Total cost for the project is estimated to be \$145,000, and the Museum's goal is to have the extension completed and in operation by the Fall Spectacular this coming October. Work will be accomplished through the use of an outside contractor as well as the Museum's dedicated core of volunteers.

Operating trolleys at RTM come from Johnstown, Philadelphia, Scranton and York, Pennsylvania. In addition, cars from Harrisburg and the Harrisburg West Shore, as well as some of the above properties, are also in the 24-car collection, awaiting restoration work to return them to service.

RTM is soliciting financial support for this important project. The museum is a non-profit organization under the Internal Revenue Service code 501(c)(3) and donations are tax deductible to the extent allowed by law. Donations should be sent to: Railways to Yesterday, Inc., P. O. Box 1601, Allentown, PA 18105-1601. Additional information on the Rockhill Trolley Museum may be secured by writing to the above address or visiting their website at [www.rockhilltrolley.org](http://www.rockhilltrolley.org).

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