



CINDERS

FEBRUARY 2001



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Volume 62 Newsletter of the Number 2

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

MEETING CANCELLATION NOTICE!

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting day, Chapter officers will make a decision on whether to hold the meeting as scheduled. If in doubt, members should telephone 215-947-5769 after 12 Noon on the day of the meeting for a recorded advisory. Thank you.

MEETING NOTICE:

FRIDAY EVENING, FEBRUARY 16, 2001

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

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

Our February 16, 2001 meeting will feature the annual **Ray Muller Slide Contest**, rules for which will be found on this page. The contest is named in honor of the late Chapter member who excelled in slide photography.

The evening begins with our usual sit-down dinner in the Alumni Hall, Eakins Lounge, 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, FEBRUARY 13, 2001** 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!**

Each member is urged to go through their slides, recent and vintage, and enter in the 2001 Ray Muller Slide Contest, exhibiting your work to fellow members while competing for film prizes.

2001 RAY MULLER Slide Contest Rules

No entry form is required for the 2001 **Ray Muller Slide Contest**, but entrants must register in person, beginning at 7:15 PM. Registration closes at 7:30 PM, with no entries accepted after that hour. The slide contest is open to **2001 PAID-UP Philadelphia Chapter Members ONLY!**

There are once again six categories in the Contest, and categories (a) through (e) must contain only subject matter taken since March 1, 1986 and category (f) only subject matter before March 1, 1986. In case of uncertainties, the contest manager, Phil Mulligan, will rule on appropriate categories or will disqualify unsuitable entries.

Categories are:

- (a) **Steam**
- (b) **Diesel** (including RDC's, railcars, turbine-powered equipment, SPV-2000's, etc.)
- (c) **Heavy electric** (including multiple-unit commuter rail equipment)
- (d) **Light electric**
- (e) **General** (subjects not included in the first four categories, such as rights-of-way, signals, stations or other fixed facilities, buses, trackless trolleys, unusual railfans, etc.)
- (f) **Oldies** (any subject prior to March 1, 1986)

Each contestant may exhibit a maximum of four slides in each category, or grand total of 24 in the contest. The entrant must have personally taken the slide, and it may be in color or black and white, and subject matter from anywhere in the world. The contestant's name **MUST** be on the slide. After the initial screening, entrant will select **ONE SLIDE** in each category for the projectionist to use in the **FINAL** judging. Thus, only six (6) slides are actually permitted in the final presentation for any entrant.

This year again, in addition to the normal film prizes, there will be an added **Best of Show** prize, awarded in memory of G. Gerrish Williams, Chapter Member, author and photographer who passed away in 1998.

Looking West – St. Louis, 2001
 National Railway Historical Society Convention
 St. Louis, Missouri - June 19-23, 2001

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

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

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

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

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

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

Chapter to Host NRHS Directors Meeting

Philadelphia Chapter will host the NRHS spring directors meeting at the Philadelphia Airport Marriott Hotel, Friday through Sunday, April 20-22. This will be the first national NRHS meeting held in Philadelphia since 1984. Chapter members will be welcome on both tours and at the Saturday dinner.

Here is a tentative list of events:

Friday, April 20

AM Regional vice presidents meeting
PM Tour of Pennsylvania Convention Center, including the former Reading Terminal trainshed now the Great Hall of the Convention Center. During the tour, a ceremony will take place at which Philadelphia Chapter's bronze plaque commemorating the 75th anniversary of Reading Terminal will be unveiled on the street level of the headhouse.
6:15 PM Philadelphia Chapter's regular monthly dinner and meeting, which may be relocated to the Airport Marriott Hotel.

Saturday, April 21

AM Proposed rail excursion from the Airport to New Hope and return. Extra cars will be added to a regular SEPTA R1 Airport-to-Warminster train, with special New Hope & Ivyland train from Warminster to New Hope and return. The special may be either steam or diesel-powered, with photo runbys to be arranged. After layover in New Hope, the NRHS group will be returned to Warminster for transfer to regular SEPTA train. Passengers may board and leave the train at any regular R1 station.
6:00 PM Social hour at Airport Marriott Hotel.
7:00 PM Banquet at hotel. Featured speaker will be John K. Leary, Jr., general manager of SEPTA.

Sunday, April 22

8:30 AM Spring directors meeting of NRHS, at Airport Marriott Hotel.
1:35 PM Post meeting group activity – Phillies vs. Atlanta Braves baseball game – Veterans Stadium, Philadelphia.

Chapter Raffle Postponed

January *Cinders* contained an article outlining Philadelphia Chapter's 2001 Raffle to raise additional funds for the ongoing restoration of FP7 #903. Due to logistical difficulties, the raffle will not be conducted during February or March. When it is finalized, full details will be made available.

Plaque Ceremony Postponed to April 20

The plaque originally presented by Philadelphia Chapter to commemorate the 75th anniversary of Reading Terminal will be remounted on the street floor of the renovated headhouse. But the installation ceremony reported in January *Cinders* has been postponed until Friday, April 20, when it will become one of the events for the NRHS national directors meeting to be hosted by Philadelphia Chapter.

National Senior Vice President Larry Eastwood has arranged with the Pennsylvania Convention Center Authority to display the bronze plaque inside the Market Street entrance to the headhouse, which provides access to the former trainshed area of the Convention Center and to SEPTA's Market East Station. The ceremony will take place during the directors' tour of the building, prior to the meeting which will be held at the Airport Marriott Hotel (see story elsewhere in this issue).

The 14" x 22" plaque was presented to Reading Company President Charles E. Bertrand on December 11, 1968, and was displayed in the main waiting room until Reading Terminal was closed in November 1984. It was then returned to the Chapter and has been in storage ever since. The Convention Center Authority has now expressed a strong interest in once again displaying the plaque in the terminal headhouse. Chapter members are invited to the plaque ceremony, and to several other events which comprise the directors' program. Further information regarding the time will be published in the March issue of *Cinders*.



As winter did its thing, Amtrak's Intercity SBU struggled to cope, with late trains and canceled trains not uncommon. Alas, things may not improve in the near term, since many overhauls have been placed on hold. However, Intercity IS getting more new GE P42 diesels, and there are some bits of good news.

Amtrak did announce continued growth in ridership and revenues for the first quarter of 2001 (October-December). Ridership was up 8.5 percent and ticket revenues rose 14 percent over the first quarter of last year, and Amtrak experienced its best first quarter ever. There is, however, seemingly little information on expenses and the bottom line results.

The single Acela Express roundtrip carried over 11,000 passengers, exceeding expectations by 12 percent. The trains achieved a 94 percent on-time rate, a very important factor for their success. Northeast Corridor ridership rose by nine percent overall, led by a 12.5 percent increase on Keystone Service trains. The *Texas Eagle* was the star performer of the long-distance trains, posting a ridership gain of more than 20 percent, and the *Capitol Limited* and *Crescent* both posted ridership gains in excess of five percent.

Still, Amtrak continues to suffer from equipment availability, and termination of needed equipment overhauls will mean tighter accommodation availability during the peak season. Of course, we're aware of the Capstone program cutback, but there are the rehab programs which provide Amlounge II smoking rooms as well. Curiously, President Warrington was quoted in the *Wall Street Journal* as complaining about a smoky lounge. Certainly, he must be aware that the solution to this problem (smoking rooms in Amlounge II's) had been terminated, ostensibly for budgetary reasons.

As of mid-January, Amtrak was still relying on only two Acela Express trainsets (5 and 6) with high speed rail personnel doing Herculean duty to assure availability. As a rule, the two sets swap out at Washington each night, but on several occasions a trainset has been turned in about five hours overnight! A third trainset was accepted on January 17 (the eighth delivered), with power units 2019 and 2014. The consortium delivered the ninth trainset at the end of December, made up of power units 2039 and 2035, and cars 3219, 3544, 3542, 3307, 3547 and 3415.

The next schedule change is expected no earlier than the end of February, when Amtrak will likely need two more trainsets to maintain the schedule, making five in all. The two additional Acela Express round-trips planned are non-stop Train 2180, leaving Washington 6:50 AM, arriving New York 9:18 AM. Returning as Train 2183, departure from New York will be 3:55 PM and arrival at Washington 6:23 PM. Meanwhile, Train 2153 will depart Boston at 6:15 AM, stopping at Back Bay (6:20), Route 128 (6:29), Providence (6:50), New Haven (8:18) arriving New York 9:42 AM. This trip will not pause at Stamford. Returning, Train 2170 leaves New York 6:02 PM, Stamford (6:44), New

Haven (7:27), Providence (8:50), Route 128 (9:14), Back Bay (9:24), arriving South Station 9:29 PM.

Amtrak did implement its winter weather plan on December 30, a Saturday. The few Metroliners were cancelled as were Clockers 632 and 639. The four Harrisburg-New York round-trips were only operated west of Philadelphia.

The important Chicago-Detroit-Pontiac service has been reduced from three to one round-trip daily through January 31, with the reason given cold weather problems with the Horizon fleet. This was apparently something only first experienced this year. Amtrak has lost a few supporters in the Wolverine State, to be sure, due to removal of most service on a vital route in the dead of winter.

The Horizon cars did, however, venture forth to warmer climate to operate the Palm Beach Safety Patrol special of January 11, designated Train 804 from Miami to Washington. Powered by P40's 833 and 838, the train consisted of Horizon cars 54029, 54518, 54531, 54513, 54554, 54555, 54547, 54067, Viewliner sleeper 62033, Heritage dorm 2522, Horizon fleet 53506, 54516, 54527, 54048, 54522, 54526, 54539, 54582, 54528 and 54533. A 20-car train is an impressive move, especially when you consider none of the consist was express equipment or RoadRailers. We should note the unusual placement of the sleeper and dorm in the middle of the train, and only one Horizon full dinette for food service. Reportedly, box meals were placed on the train at Jacksonville.

Other extra moves included a Horizon-equipped train operating from Seattle to Portland on December 21, 22 and 26, and from Portland to Seattle on December 22 and 26. The equipment, which had been used on seasonal Seattle Seahawks football specials, was then moved to Emeryville, CA for use on the *Reno Fun Train*. In addition to the Horizon cars, the latter train also included full dome 10030 and a private car as a lounge.

At the end of 2000, Amtrak had received 15 of the 85 P42's on order from General Electric. Units 121 and 122 were delivered in September, 123 in October, 124-128 and 130 in November, and 129 and 131-135 in December. The arrival of the new units will cause some renumberings on the Amtrak roster. Former GO Transit GP40TC locomotives will go from the 190 series to 520-527, the two prototype Viewliner sleepers 2300-2301 will become 62090-62091 (2300, however, has long been out of service).

The RTL turbos will also be renumbered, with power coaches becoming 2150-2156, power business class 2100-2106, cafes 2300-2306 and coaches 2200-2212. The latest rebuilt Turbo set has yet to enter service, reportedly due to transmission problems. No money, apparently has been appropriated to rebuild more than two sets. Still, 15 units were moved to Super Steel for safekeeping, they being power units 152-154, 156, 157 and 160,

(Continued on Page 4)

ON THE SCENE (Continued from Page 3)

cafes 171, 177 and 186, and coaches 175, 178, 185, 187 and 190. This accounts for all RTL units not already in service or committed to the two rebuilding projects, since car 184 has been retired.

A number of F40 items are reported this month. F40's 242, 283 and 289 have been leased to Anasco for Rio Grande Ski Train service in Colorado. They have been repainted in the traditional gold and silver, with the words "Ski Train" emblazoned on their sides. Known refurbished F40's are 381, 383, 386, 397, 398, 404 and 409, with other units supposedly released from Beech Grove during the same period, including 387, 390, 395, 396, 399, 405, 407 and 415.

The Panama Canal Railway Company, partly-owned by Kansas City Southern, has acquired five former Amtrak F40's, including the three Florida Fun Train units, 354, 358 and 374. Eight Amtrak (and former PRR) "Congo" coaches have also been sold to PCRC for intended service in Panama. Three cars had been candidates for conversion to Amtrak baggage cars and will be used for parts (7002, 7003, 7601), while five others will be refurbished as coaches (7006, 7607, 7610, 7612 and 7618). Another baggage car candidate, 4632, was purchased for its outside swing-hanger trucks.

Two additional mail storage cars have been converted from former Southern Pacific **Sunset** coaches. Cars 1762 and 1763 were formerly Amtrak 4009 and 4017, respectively.

Twenty new Surfliner cars on order for California are made up of ten cars for Capitol/San Joaquin service and ten for Surfliner service. The first to arrive will be six cars ordered as spares. Their names and numbers are: three cab-baggage coaches, 6951-Point Loma, 6952-Point Vicente and 6953-Point Conception; one café-coach, 6351-Tecolote Canyon; one custom coach, 6851-Balboa Park and one coach, 6451-Ocean Beach. Later will come five coaches and five cab-baggage coaches for San Joaquin and Capitol service: coaches 6461-Pebble Beach, 6462-Moss Beach, 6463-Muir Beach, 6464-Stinson Beach and 6465-Moonstone Beach; cab-baggage coaches 6961-Point Arguello, 6962-Point Bonita, 6963-Point Reyes, 6964-Point Arena and 6965-Point St. George. Finally, an additional four cars were ordered for Surfliner service to form two more five-car consists. These will be numbered and named as follows: coaches 6452-Mission Beach and 6453-Pacific Beach, café-coach 6352-Topanga Canyon and custom coach 6852-Elysian Park.

Unconfirmed reports indicate that the off-again, on-again **Skyline Connection** between Philadelphia and Chicago is off, at least for the time being. At the same time, reports are surfacing that the Meridian, MS-Fort Worth, TX extension of the **Crescent** could finally see startup sometime this spring.

The British Nightstar equipment recently purchased by VIA Rail Canada will be completed and based in Montreal, operating to Maritime destinations and on the overnight **Enterprise** between Montreal and Toronto via Ottawa. VIA will use the Budd-built equipment released from these trains to improve service to western Canada as well as some eastern trains, according to press reports.

The U. S. Department of Transportation's new self-propelled track survey vehicle T-2000 is a new unit recently completed by Plasser-America. Their recently-released car T-16

was converted from Amtrak cab control car 9642, rebuilt at Delaware Car Company after suffering wreck damage several years ago.

Chicago's Metra placed an order with Sumitomo for 250 new gallery cars. Final assembly will take place at Super Steel's Milwaukee facility. These new cars will replace the 208 remaining steel cars of Chicago & North Western heritage and the first 50 Budd-built cars from 1950-51 off the Burlington.

Going back to our history book, the traditional Pullman accommodations were the section, compartment (formerly "stateroom") and drawing room. In the 1920's and 1930's, five new examples were added: single bedroom (April 2, 1927), duplex single room (January 30, 1932, New York-Akron), double bedroom (early 1930), roomette (August 12, 1937, New York-Pittsburgh) and master room (June 15, 1938, New York-Chicago). Still to come were the duplex roomette (one 1942 experimental car) and the Slumbercoach (**Denver Zephyr** October, 1956). Three Chesapeake & Ohio dome sleepers of 1948 included unique two-passenger drawing rooms.

Today, an overnight bus ride from Binghamton to Philadelphia takes 6-1/2 hours via Pottsville. You can imagine how comfortable this journey is. However, some 45 years ago, there was a somewhat more civilized way to travel. It was called the **Interstate Express** and you were really only along for the ride. Trains 301 and 306 on the Reading were affectionately known by Reading crews as the "Bing" and existed due to heavy mail and express traffic. The train is a legend, even today, and was easily the longest train to arrive or depart from Philadelphia's Reading Terminal. As a rule, a pair of Jersey Central Alco RS3's drew the assignment, and they were normally positioned out beyond Arch Street, awaiting an 11 PM departure with a huge string of mail and express cars, plus a railway post office.

If you wished to ride, coach accommodations were available Philadelphia to Wilkes-Barre, but not between Philadelphia and Bethlehem, nor to points beyond Wilkes-Barre on the Lackawanna. Pullman service was available in a **Clover**-series car with eight sections and five double bedrooms, and the car ran from Philadelphia to Syracuse. The car was available for occupancy at Reading Terminal at 10 PM, and coach riders boarded a Jersey Central combine shortly before departure.

Meanwhile, Train 331 (1331 Saturdays) was being readied for an 11:30 PM departure (11:50 Saturday) to connect with the Lehigh Valley's **Major** with a Philadelphia-Buffalo sleeper. This was a **Scenic**-series car containing ten sections, two double bedrooms and a drawing room.

The **Interstate**, Train 301, made a Lansdale stop at 11:38 PM, stopped for servicing at Bethlehem, cleared Jim Thorpe at 1:36 AM, then Wilkes-Barre at 3:50 AM. It made a connection with the Lackawanna near Scranton, and followed the DL&W's **Owl** to Binghamton, arriving in the Parlor City at 6:12 AM. At that point, a great deal of switching took place. Head-end cars going west were added to the **Owl**'s consist, and this train dropped a streamlined sleeper for Binghamton, and a **Scenic**-series Pullman from Hoboken for Syracuse and picked up a diner-lounge for Buffalo.

The Pullman from Philadelphia could be occupied until 7 AM, and was then inserted in the consist of DL&W Train 1915 which departed at 7:30 for the run up to Cortland and Syracuse,

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FEBRUARY 17-18, 2001:

Greenberg Train Show at Fort Washington Expo Center, Virginia Drive, Fort Washington, PA, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 children (6-12). For information, telephone 410-795-7447. Philadelphia Chapter will be represented with an information and sales table.

FEBRUARY 17-19:

Presidents Day weekend at Steamtown National Historic Site, Scranton, PA, featuring exhibits of garden railway and live-steam operation. Regular admission charges apply. For information, telephone 888-693-9391.

FEBRUARY 24:

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

FEBRUARY 24:

Annual "Snow Train to Vermont" from Boston, MA to Brattleboro and Bellow Falls, VT and return via CSX and New England Central, sponsored by Mass Bay Division RRE. Special Amtrak train leaves South Station, Boston, at 7:40 AM, Worcester at 8:55 AM, returning to Boston about 9 PM. Optional sidetrips and tours available at additional cost. Rail fares: \$70 adults, \$40 children (12 and under). Order tickets from: Mass Bay RRE, P. O. Box 4245, Andover, MA 01810-0814, enclosing stamped, self-addressed envelope. For information, telephone 978-470-2066.

FEBRUARY 24-25:

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

MARCH 3-4:

Greenberg Train Show at South Jersey Expo Center, Pennsauken, NJ, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 children (6-12). For information, telephone 410-795-7447.

MARCH 4:

15th annual Railroad Show & Collectors Market at Zembo Temple, 3rd & Division Streets, Harrisburg, PA, 9 AM-3 PM, sponsored by Harrisburg Chapter NRHS. Adult donation \$4. For table reservations, telephone James Robinson at 717-232-3545.

MARCH 4:

Annual Train Show & Sale at Mother Seton Regional High School, Clark, NJ (Garden State Parkway Exit 135), 9 AM-3 PM, sponsored by Jersey Central Chapter NRHS. Free parking. Admission: \$4 per person, maximum \$8 per family. For information, send stamped, self-addressed envelope to: Mitchell Dakelman, 334 South 3rd Avenue, Highland Park, NJ 08904-2515.

MARCH 17:

20th annual Canal History & Technology Symposium at William E. Simon Center, Lafayette College, Easton, PA, sponsored by National Canal Museum and Lafayette College. Registration begins at 8 AM. Six presentations include

"The D&H Coal Company: New Insights from the James Archbald Papers," by Michael Knies. Registration fee (by March 2): \$56 per person, including lunch, reception and copy of the proceedings. Send check payable to: National Canal Museum, 30 Centre Square, Easton, PA 18042-7743 (telephone 610-559-6613).

MARCH 24:

11th annual Friends Symposium at Hall of Science Auditorium, Drew University, Madison, NJ, 9 AM-5 PM, sponsored by Friends of the New Jersey Railroad & Transportation Museum. The theme is "Destination Phillipsburg," including 17 illustrated presentations focusing on the statewide effort to establish a New Jersey Transportation Heritage Center at Phillipsburg and preserve historic transportation equipment, structures and artifacts. Admission: \$35 per person, including lunch, refreshments and one-year membership in the Friends organization. For reservations, send check or money order payable to "FNJRRTM" to: Thomas C. Hellyer, 1720 Orchard Avenue, Trenton, NJ 08610-3212. For information, telephone Captain Bill McKelvey at 908-464-9335.

The Evolution of Juniata Terminal's E8A's

Philadelphia's Juniata Terminal Company, through its well-known owner Bennett Levin, has acquired all three of the Electro-Motive-built E8A locomotives formerly employed by Conrail to power its Office Car Specials. Below is the chronological sequence of ownerships and renumberings of Conrail units 4020, 4021 and 4022 (read down):

PRR	5809A	5711A	
PRR	4309	4311	
Erie			833
EL			833
PC	4309	4311	
AMTK	315	317	
AMTK	498*	499*	
CR	4020	4021	4022
CSXT		9990	9991
NS	1000		
JTFS	5809A	5711A	4022

* - Equipped with head-end power by Amtrak

YEARS BUILT

- 4020 - 1951
- 4021 - 1952
- 4022 - 1951

CARRIER ABBREVIATIONS

- AMTK - Amtrak
- CR - Consolidated Rail Corp.
- CSXT - CSX Transportation
- EL - Erie Lackawanna
- JTFS - Juniata Terminal
- NS - Norfolk Southern
- PC - Penn Central
- PRR - Pennsylvania Railroad

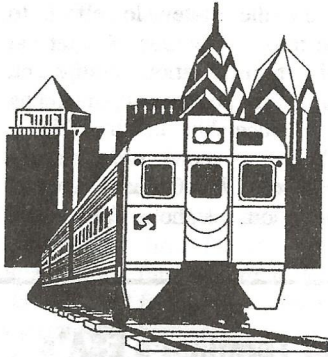
ON THE SCENE (Continued from Page 4)

arriving in the Salt City at 9:55 AM. With two sleepers, the railroad still provided a buffet-lounge to serve breakfast. The car later returned from Syracuse to Binghamton, serving lunch, to provide a connection to the eastbound **Phoebe Snow**. A second round-trip later in the day had been discontinued by this time.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



SEPTA REGIONAL RAIL

Those activists who've been battling with SEPTA over the MetroRail project must have been less than pleased to see the lead editorial in the January 22 *Inquirer*. "There are lots of doubters about whether the \$1.6-to-\$2 billion Schuylkill Valley Metro transit line between Philadelphia and Reading will ever get built," the editorial began. "So let's get that out of the way first. It will be built. Bet the house, the car and the dog on it."

The writer went on to cite the sky-high cost of highway construction which would be needed to head off future gridlock in the area. "The alternative to building Metro is more congestion," said John Coscia, head of the Delaware Valley Regional Planning Commission. "In 15 years you're approaching gridlock and (in) peak hours you almost have it now." Declared influential U. S. Senator Arlen Specter, who sits on the powerful Appropriations Committee, "I have no higher priority in Washington in terms of representing Pennsylvania than getting that line built. It's at the top of my list for my first conversation with the new secretary of transportation."

The editorial pointed out the need for the Federal government to pay 80 percent of MetroRail's cost, the same as it would for a highway project. "Then Governor Ridge must stop dragging his feet to provide the State's 20-percent match." The SEPTA-funded study which suggested that NORFOLK SOUTHERN freight traffic be routed away from the Reading mainline and onto a rebuilt Enola branch via Parkesburg put the cost of the alternate route at \$735 million (see January *Cinders*). "But this plan is not just a smart passenger service idea," the *Inquirer* continued. "Craig Lewis, a vice president of Norfolk Southern and a former State legislator, said it could also increase freight volume and economic development in the region if the State expanded its truck-to-ship loading capacity in Philadelphia. Governor Ridge needs to step up with the State match for a passenger railroad and seriously consider the economic development possibilities of improving freight delivery."

Even though reopening of the Newtown line appears in SEPTA's Fiscal Year 2005-2012 capital program, the prospect of resuming train service on that non-electrified branch remains dim. SEPTA Chairman Pasquale T. Deon of Bucks County told the Citizen Advisory Committee last month that the project is not

looked upon favorably by the SEPTA board. He said that board members feel it would not be cost-effective to rebuild the single-track branch, which has been idle for 17 years, as compared with expansion of parking lots on the parallel R3 West Trenton line.....A Route 14 SEPTA bus stalled on the Bellevue Avenue grade crossing in Langhorne around 6 PM on January 3, delaying several R3 West Trenton trains. The bus passengers were evacuated safely and the crossing was cleared after mechanics managed to release the vehicle's brakes. CSX also uses one of the three tracks through Langhorne, but no freight trains were delayed.

The usual crowds are expected to flock to the 2001 edition of the Philadelphia Flower Show, which will occupy the Pennsylvania Convention Center Sunday, March 4 through Sunday the 11th. SEPTA is preparing for substantially higher passenger loadings on its Regional Rail and other lines serving the Convention Center area. Once again, SEPTA will offer discounted Flower Show tickets and Bouquet Passes, good for unlimited travel on trains, buses and subways for one day during the show. The passes cost \$7, the Flower Show tickets \$18.....A 27-year-old New Jersey woman was the first of two SEPTA rail passengers injured in late January while attempting to board a moving train. As she ran for Trenton-bound R7 train #755 at 30th Street Station on the evening of January 23, her left foot became wedged between the train and the platform edge. Her badly-mangled foot was finally extricated by the Fire Department's Jaws of Life, and she was rushed to the nearby University of Pennsylvania Hospital for treatment. Then, on January 26, a 19-year-old woman lost part of her foot when she tried to board a moving R5 train at Narberth station, falling beneath the Philadelphia-bound train. She also was taken to the UofP Hospital.....To cap the week, on January 27 an R5 train struck and killed a 32-year-old mentally-disturbed woman at the Daylesford station. She had apparently alighted from an earlier R5 train and was trespassing on the tracks.

In December SEPTA conductors voted 184 to 135 to retain the United Transportation Union as their bargaining agent, turning back an effort by the Brotherhood of Locomotive Engineers to oust the UTU. There has been bad blood between the two national unions for some time, and a merger proposal was scuttled. One recent point of contention is BLE support for SEPTA's plan to operate one-person trains on the proposed MetroRail line (UTU).....SEPTA experienced few problems with the weekend storm of January 20-21, which produced a layer of ice and up to seven inches of snow in the Philadelphia region. Ice on the catenary provided a spectacular electrical show. SEPTA did a good job of plowing parking lots and salting platforms, and only a few bus routes had to be detoured.

SEPTA expects to cancel the long-delayed project to lease the Doylestown passenger and freight station buildings to a commercial tenant. Apparently, community restrictions on operation of the proposed restaurant and night spot put a damper on the project.....Work has begun on a \$1.3-million parking

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expansion and platform improvement at the R6 Spring Mill station near Conshohocken.....SEPTA still plans to reopen Baldwin station on the R2 Marcus Hook-Wilmington line, now that the site of the old Baldwin Locomotive Works has become an office park and retail center. The station will be funded by PennDOT, as part of its long-completed I-476 Blue Route project.....SEPTA has put together a "focus group" of Regional Rail riders to gain input on the design of its proposed fleet of Silverliner V MU cars.



SEPTA TRANSIT

A Federal judge last month cleared the way for the international Transport Workers Union to take over management of Local 234, replacing its controversial president with a trustee named by the international union. Steve Brookens, who led his 5,100 members on a 40-day strike against SEPTA in 1998, was ousted in favor of Harry Lombardo, a vice president of the parent union and former president of Local 234. Meanwhile, in late January negotiations with SEPTA on a new contract for City Transit Division workers finally were to begin, after a reorganization of the union's bargaining team. The current three-year contract with Local 234 expires March 15.

SEPTA has begun taking delivery of 80 new 30-foot buses intended for routes with light ridership. Built by EIDorado National, the buses seat 26 and include bicycle racks on the front and an automatic stop announcement system. Numbered in the 4500-series, 13 of the 30-footers will be assigned to contract lines such as the Breeze and LUCY routes, 27 to Frontier District, 22 to Victory District (Red Arrow) and 18 to City Transit.....The first of the 200 new low-floor Flyer buses, #5401, is in regular service on Route 17. It is easily recognizable by its odd window arrangement and rear route indicator—a first for SEPTA.....The new reserved "bus-only" lane on Chestnut Street in center city has proven to be a mirage. Most times of the day the lane is teeming with automobiles and trucks, with no visible police enforcement.

Two new members will be joining the SEPTA board. Christian DiCicco, son of Philadelphia City Councilman Frank DiCicco, was named last month to replace Richard Voith, and Bucks County Commissioner Charles Martin will replace Linda Caracappa as one of two members from that county.....For the first six months of Fiscal Year 2001, SEPTA's average daily ridership of 717,000 was four percent higher than the year-ago period and one percent above budget. Regional Rail with 103,000 daily riders was ten percent higher than a year ago. Passenger revenues of \$142.4 million for the first six months were slightly better than budget and six percent higher than for the same period the previous year. The cumulative six-month deficit after subsidies was \$1.5 million.

SEPTA's \$180-million Frankford Transportation Center was the subject of an article in the January 25 edition of the Inquirer. The huge project will cause major disruptions to this Lower Northeast neighborhood before completion in 2005, and will alter the commuting habits of the 50,000 weekday riders who

use the existing Frankford Terminal. On January 29 the bus depot was closed and loading sites scattered to street locations around the existing Bridge Street terminal, which was opened in 1922 as part of the City-funded Frankford elevated project. A large main terminal building will be constructed adjacent to the present structure, which will be rehabilitated. A new section of the el will be erected to run directly through the terminal and into the existing yard, and a four-level, 1,000-space parking garage will go up next to the yard, connected to the old and new terminals by a pedestrian bridge across Bridge Street. A total of \$10 million will also be spent to install new trackwork in and near the yard. Rerouting of the el will open a two-block section of Frankford Avenue to the sky for the first time in 80 years. The FTC is the final phase in the \$650-million Frankford el reconstruction project, the largest in SEPTA's history.

SEPTA was the target of a potentially costly decision by a Federal judge last month, who ruled that SEPTA must provide next-day paratransit service to all of the disabled passengers who request it. Acting in a suit brought under the 1990 Americans with Disabilities Act, the judge's ruling was the first judicial interpretation of a key provision of ADA, and could prove to be a landmark decision affecting many transit agencies nationwide. The basis of the suit was that SEPTA consistently denied next-day service to 13 percent of the users. In requiring widespread access for the disabled, ADA is one of the biggest "unfunded mandates" enacted by the Federal government.

SEPTA'S advertising plan for the next few months will stress its current theme "Easier come, easier go—More buses, more trains, more routes, more parking." The emphasis will be on billboards, radio and SEPTA's website—plus ads on transit vehicles. Much effort will be given to promoting the website (www.septa.org), as a source of information.....Work is underway on the \$78-million modernization of the Broad Street subway signal system. Much of the present block signal system dates to the opening of the original subway in 1928. Wayside signals will be replaced and new power cables and microprocessor technology installed which will allow for remote control from the control center. Automatic vehicle identification hardware will also facilitate dispatching.....SEPTA plans to purchase 30 event recorders to be placed in the N5 Norristown High Speed Line fleet. Similar to those in locomotives, the devices will monitor operation of the cars.....SEPTA will lease space on six antenna towers around the region, as part of its Computer-Aided Radio Dispatch ("CARD") project.....SEPTA has proposed to abandon two subcontracted bus routes, the 301 (Bethayres-Newtown) and 302 (Fox Chase-Southampton). These lightly-traveled routes replaced the even lighter Fox Chase-Newtown shuttle, which in turn had replaced the Newtown rail line after RDC service was discontinued in 1983. To fill part of the gap, Route 24 (Frankford-Huntingdon Valley) will be extended to Southampton.....Longtime Transportation Reporter Frank Dougherty ("Phantom Rider") retired from the *Daily News* at the end of the year.....In September, the American Public Transit Association will hold its 2001 annual meeting in Philadelphia.



AMTRAK

Two of President Bush's cabinet appointments are of particular interest to AMTRAK. Governor Tommy G. Thompson of Wisconsin is the new secretary of health & human services, while former Democratic Congressman Norman Y. Mineta has

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been confirmed as secretary of transportation. Thompson said that he hopes to retain his position as chairman of Amtrak's board of directors. Mineta is the only holdover from the Clinton Administration, where he served as commerce secretary.....AMTRAK reports that its new Acela Express service had a successful first month, in spite of some operational glitches. More than 11,000 customers rode the train during the four weeks after it debuted on December 11. It was on time 94 percent of the time and generated more than \$1.25 million in ticket sales, topping projections by 12 percent (*Weekly Rail Update*).....As reported here in September, AMTRAK has started a new magazine, *Arrive*, for on-board distribution.

Financier Carl Lindner is protesting AMTRAK's valuation of three cents a share for the 5.24 million shares of Amtrak common stock owned by his American Financial Group (see December 1999 *Cinders*). Lindner acquired the stock—long considered worthless—when his firm American Premier Underwriters took over the non-rail assets of Penn Central in 1976. Penn Central had received the stock when Amtrak was formed in 1971 in payment for its passenger equipment and other properties. Now Congress has ordered the financial restructuring of Amtrak in preparation for the end of Federal operating subsidies next year. This will entail the buying back of all 9.4 million common shares now held by various railroads and other entities, and could create a windfall for the owners. Amtrak's preferred stock is held by the U.S. DOT.....AMTRAK has reached agreement with GPU Telecom Services to install 375 miles of fiber optic cable along Amtrak's New York-Washington and Philadelphia-Harrisburg mainlines (*Weekly Rail Update*).



CSX
NS
OTHER ROADS

CSX and NORFOLK SOUTHERN closed out 2000 in better operating shape than a year ago, but both are still in the financial doldrums. On Wall Street, CSX common stock ranged from a high during the year of 33.44 per share to a low of 19.50, closing December 29 at 25.94. NS stock ranged from a high of 22.75 to a low of 11.94, closing at 13.31.....NS furloughed 400 union employees in mid-December, but denied reports that it would lay off a substantial number of employees. Then, in late January the railroad announced that it will eliminate 1,000 to 2,000 jobs this year in order to cut costs and improve its financial performance in a slowing economy. It will also dispose of some 12,000 surplus freight cars (*Weekly Rail Update*).....NS has settled on an \$806-million capital budget for this year, a \$64 million increase over 2000. The equipment program totals \$256 million, which includes the purchase of 160 six-axle locomotives. Last year's budget did not reflect the leasing of 150 locomotives (*Railway Age*).

NORFOLK SOUTHERN's nemesis, influential Congressman Bud Shuster of Pennsylvania, surprised just about everyone by announcing his retirement effective January 31. Shuster, 68, who had just been elected to a 15th term in his central Pennsylvania district, forced NS in November to rescind its

intended closure of the huge ex-CONRAIL car shop at Hollidaysburg, PA (see January *Cinders*). Known as the "King of Pork" for his ability to gain large appropriations for highway projects, Shuster had recently been the object of a Congressional investigation, which resulted in criticism for "serious official misconduct" and for "bringing discredit to the House" in his questionable activities with certain lobbyists. But he also had been a champion of his home state and district in his position as chairman of the powerful House Transportation & Infrastructure Committee, bringing heavy Federal dollars to the region. He was particularly zealous in safeguarding employment of workers in the large Conrail (now NS) locomotive and car shops in the Altoona area. His successor (which may be his son) will have far less seniority and influence.

CSX last month began the consolidation of its former CONRAIL National Customer Service Center near Pittsburgh with CSX's own center in Jacksonville, FL. More than 150 positions will be transferred from Pittsburgh to Jacksonville by May (*Bull Sheet*).....Have you been through West Conshohocken lately? The former CONRAIL Harrisburg Line (ex-Reading Mainline) used to sweep around a big curve and under the Matsonford highway bridge with much open space on both sides. Now NORFOLK SOUTHERN's double-track main is squeezed into a canyon between four new office buildings and the Marriott Hotel.....NS announced that it has reached an agreement to end a class-action lawsuit alleging racial discrimination in its promotion practices. Under the agreement, NS will pay \$28 million to approximately 7,700 black employees, and will make extensive improvements to its promotion procedures (*Weekly Rail Update*).....The 23-year-old man arrested for allegedly ramming his ex-girlfriend's car and pushing it into the side of a moving NS freight train in Sinking Spring, PA last April, killing two women and two small children, has been convicted of third-degree murder. He could face life in prison.

JUNIATA TERMINAL Owner Bennett Levin has purchased the two remaining ex-CONRAIL E8A locomotives from CSX, to join the ex-CR E8 he acquired last year from NORFOLK SOUTHERN (see separate piece this issue). Unit 4021 will be repainted and regain its original Pennsy number, 5711, at Juniata's North Philadelphia shop, while 4022 may or may not be restored as former Erie/Erie Lackawanna #833. Conrail 4020 already has emerged in vintage 1955 tuscan red, as PRR #5809.....Word is that the rebuilding of ex-Pennsy K4 #1361 at the Steamtown shop may be completed by this summer, and the engine will be steamed for excursions out of Scranton before returning to its home base in Altoona.....The old Lehigh & New England bridge over the Northeast Extension of the Turnpike near Bowmanstown, PA, was finally removed last fall. The railroad was abandoned in 1961 (Larry Eastwood).

NJ TRANSIT actually is acquiring 24 ALP-46, 7,100-hp electric locomotives and 23 diesels, the opposite of what was quoted here last month from *Railway Age Magazine*......NJ TRANSIT and AMTRAK will construct a new \$20-million station at Metropark, on the Northeast Corridor in Woodbridge, NJ. It should be completed in 2004. The present station was opened by Penn Central in 1971, and was designed to handle 1,000 daily passengers. It now serves over 6,000 riders each weekday (Jersey Central Chapter).....NJT has announced that it will continue service on the Atlantic City Line, despite ridership declines the past two years and a \$9.9-million operating deficit in 2000 (*Weekly Rail Update*).

Edward P. Haines January 20, 2001

It is with regret that we report to you the passing of Edward P. Haines, of the Mount Airy section of Philadelphia, on Saturday, January 20, 2001. Ed joined Philadelphia Chapter in late 1992, although he had been a member of NRHS since 1946. He was 82 years of age at the time of his passing. He leaves no surviving family.

In 1966, Ed had purchased a passenger coach (#1548) from the Reading Railroad, selling it in 1970 to an individual located in Richmond, VA who wanted to fix it up. He was also a collector of many different items besides railroadiana. The latter collection has been turned over by the attorney for his estate to Auctioneer Ted Maurer for a June sale.

Haines was a longtime member of St. Paul's Evangelical Lutheran Church in Glenside, where a memorial service was conducted by Senior Pastor Harry W. McDowell II on Sunday, January 28. The Chapter was represented by Larry Eastwood, Bill Faltermayer and Charlie Van Reed, with Van Reed often providing transportation to Chapter meetings for Ed, who had impaired vision.

"MILLER" Tower to be Preserved

It appears the effort to save one of the last towers on CSXT's former Baltimore & Ohio mainline is going to become reality. Word received by *Cinders* at the end of January indicated that "Miller" tower at Cherry Run, WV, was to be moved in pieces to its new intended home at the Martinsburg (WV) Roundhouse complex on Sunday, February 4.

The last operator at "Miller" was *The Bull Sheet* Editor and longtime CSX employee Allen Brougham. The tower was closed on September 24, 2000, and after serving a period at "HO" Tower in Hancock, WV, Brougham retired on December 10, 2000, ending a career spanning nearly 31 years of railroading. He was known for his hospitality toward railfans while at "Miller".

An entire cadre of volunteers has been assembled to assist in the move, which will be implemented by the U. S. Army's 351 Reserve Ordnance unit as a hands-on training exercise. The move will be made on a Sunday due to oversize load restrictions.

A contractor, Cedar Creek Builders, was to work over a two-week period prior to the move, making cuts, installing bracing and directing the lifts following disassembly of the tower structure. A contractor hired by CSXT will remove the septic system, former signal maintainer's office and the tower's foundation.

Other volunteer crews, including city and county employees, B&O Historical Society members, B&O Museum members, are performing additional tasks, including removing siding from the rear additions to the tower, numbering parts, carrying various equipment for the tower for movement to its new location.

Philadelphia Chapter E-Mail Directory

Last fall, we asked members who are electronically-connected to provide us with their E-mail addresses, so we might begin to assemble a directory for those wishing to communicate via this medium. We should caution you that these addresses are only for internal use by Chapter members for communications and are not to be disseminated to others.

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Corrections should be sent to Editor Larry Eastwood at his home address in Huntingdon Valley or by E-mail to reastwood2@home.com. Updated versions will be published from time to time as space permits.

Have YOU Paid your 2001 Dues??

For those who have not paid their 2001 dues, this will be the last issue of *Cinders* you will receive.

Full National and Chapter dues are \$31 per person, and Chapter-only dues for those holding National membership through another chapter are \$16 per person. Dues should be forwarded to the Chapter's P. O. Box 7302 in Philadelphia.

Canadian National to buy Wisconsin Central

As *Cinders* was going to press on January 30, it was learned that Canadian National Railway Company had agreed to purchase Wisconsin Central Transportation Corp. for about \$800 million. The acquisition will solidify CN's link between western Canada and the Midwest, WC being a vital rail link between Superior, WI and greater Chicago for movement of traffic. CN is today moving freight over this route under a haulage agreement.

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