

CINDERS

JANUARY 2001



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Volume 62

Newsletter of the

Number 1

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

Reading Terminal 75th Anniversary Plaque to be Remounted in Headhouse

On December 11, 1968, then Philadelphia Chapter President William C. Wagner presided over a ceremony presenting a 14" x 22" bronze plaque commemorating the 75th anniversary of Philadelphia's famed Reading Terminal to Reading Company President Charles E. Bertrand. The plaque hung in the main waiting room of Reading Terminal, beside the timetable rack, until its closure on November 6, 1984, when it was removed by the Reading Company. As provided for in the original agreement under which the plaque was donated, it was returned to the Chapter through the efforts of the late Hugh T. Jenkins, and has for some time been in custody of *Cinders* Editor Larry Eastwood.

In September of last year, the Chapter approached the Pennsylvania Convention Center Authority to determine their interest in remounting the plaque somewhere in the renovated headhouse or trainshed so that individuals passing through would be able to recognize the longevity of this landmark building.

Pennsylvania Convention Center Authority President and CEO Robert J. Butera responded enthusiastically, and early this month the plaque was handed over to the Authority to be remounted inside the Market Street entrance to the headhouse.

An unveiling ceremony has been tentatively set for Friday afternoon, January 19 at 3 PM, the day of our Chapter meeting. National President Gregory Molloy and Senior Vice President Larry Eastwood are expected to preside. Members are requested to call 215-947-5769 on Thursday, January 18, 2001 for a recorded message giving complete re-dedication information.

Amtrak Announces 2001 Wall Calendar

At presstime, *Cinders* received announcement of Amtrak's annual calendar for 2001, topped with several small photos and its "Satisfaction Guaranteed" slogan. The wall calendar may be ordered for \$6 each (\$10 for two and discounts for higher quantities) from: Amtrak Calendar, P. O. Box 7717, Itasca, IL 60143-7717.

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, JANUARY 19, 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)

The NRHS senior national officers' annual mid-winter conference will be held in Philadelphia the weekend of January 19-21, 2001, and most will attend our Chapter meeting on Friday evening. This is an opportunity to come out and meet the individuals who lead your Society.

NRHS National President Gregory Molloy has made a number of international rail trips, and will present a narrated slide lecture, **Peru in Transition**, detailing the major changes taking place on the Peruvian railway system. Private companies are taking over the main lines in that South American country, with increased emphasis on long-haul freight and the upscale tourist market. Featured will be plenty of Alco diesels, mainline switchbacks, the highest railway in the world (with several runners-up), and, for good measure, even some steam! In addition, you'll see mountains, Inca ruins, llamas and a steamship operating 12,500 feet above sea level. Don't miss the opportunity to see and hear Greg Molloy's detailed coverage of this Summer, 2000 rail tour of Peru at our January 19 meeting.

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, JANUARY 16, 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 of meals ordered!**

Make your New Year's resolution to attend Philadelphia Chapter meetings, and enjoy a tour of Peru with NRHS President Greg Molloy on Friday, January 19.

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 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's 2001 Raffle: Crusader Trainset, Amtrak Certificate, Books are Prizes

Philadelphia Chapter will conduct another raffle during the early months of 2001, according to President Les Dean and Treasurer Charlie Van Reed. There will be four prizes awarded in the 2001 raffle, designed to raise additional funds for the continuing rehabilitation and operation of the Chapter's former Reading FP7 diesel locomotive #903. Dean noted that nearly \$4,300 was generated from the 1999 Chapter raffle, all of which was used toward the 903's restoration.



Through the efforts of Van Reed, the Chapter once again has been the recipient of an O-gauge Reading *Crusader* trainset through the generosity of Bosco's Department Stores.

In addition to the K-Line *Crusader* set, one of which was received from Bosco's and won by Chapter Member Donald Wright in the 1999 raffle, there will be three additional prizes.

Second prize in the raffle will be a \$150.00 Amtrak Gift Certificate, which the recipient may redeem for Amtrak tickets to any point. Third prize will be two Morning Sun books from the Chapter bookstore, and fourth prize will be one Morning Sun book from the Chapter bookstore. The winners of the third and fourth prize will be able to choose any current title in Morning Sun's catalog for their library.

Tickets once again will cost \$5.00 each, or six for \$25.00, and a special mailing will be made to Chapter members during the month of January. Raffle tickets will be available for sale at the February 16 meeting, the February 17-18 Greenberg's Fort Washington show and the March 4-5 Greenberg's Pennsauken Show. The drawing will be held at the March 17 Chapter meeting.

As work continues to replace old wiring and update the maintenance on the 903 (and 902), membership participation in this activity will provide an additional level of financial support necessary to permit the Equipment Committee's dedicated cadre of volunteers to acquire needed materials to accomplish their tasks.

Members are urged to look in their mail toward the end of January for this special mailing. Additional raffle tickets will be available from Treasurer Charlie Van Reed if needed so your friends may also participate in this worthwhile project.

NRHS Dues Increase Proposed for 2002

A \$3 dues increase at the Society level was proposed at the NRHS directors meeting in Dallas last October. Starting with the 2002 membership year, the increase would apply to all chapter and associate members, raising National dues to \$20 and \$21 respectively. This amount is in addition to local chapter dues, which in the case of Philadelphia, is currently \$14.00 per year. The last increase was effective with the 1997 membership year, with the Society expected to incur a small deficit in 2000, and a larger deficit in 2001.

In addition, family membership dues will be raised from \$2 per additional family member to \$3, the first increase in this nominal category since 1982.

Final action will be taken at the spring directors meeting, to be held at the Philadelphia Airport Marriott Hotel on Sunday, April 22, 2001.

The Annual
Ray Muller Slide Contest
Philadelphia Chapter's February 16 Meeting
Compete with your fellow members for film prizes!

CURRENT LIST OF RAILROAD POLICE PHONE NUMBERS

The following numbers may be used to report emergencies or other conditions affecting railroad operations, including vandalism, trespassers, fires, defective railcars or grade crossing problems. They may be called either from land or cellular telephones. The 800 numbers are toll-free and may be used systemwide, 24 hours a day (press "1" before the 800 numbers).

- AMTRAK.....800-331-0008
- CSX.....800-232-0144
- CONRAIL.....800-272-0911
- NJ TRANSIT...(New Jersey ONLY).....800-242-0236
- NORFOLK SOUTHERN.....800-453-2530
- SEPTA.....215-580-5749

PHILADELPHIA



FRANK G. TATNALL, JR.

Welcome to the Third Millennium! Regardless of all the hype about the year 2000, it was January 1, 2001 that officially ushered in the new Century and millennium. (Remember, the calendar makers started with the year 1.)

But a troubled time it is for America's railroads, what with the convergence of more than the usual number of problems and pressures. These include the powerful drive in Washington for "competitive access" by rival carriers, the latest round of contracts with the rail unions, spiraling fuel costs, inadequate return on investment, the failure to expand market share, a continuing loss of business resulting from less-than-reliable service, the never-ending push for higher payouts to impatient stockholders, and the incessant demands from so-called "captive" shippers for lower rates. It's enough to drive a CEO to drink—or into early retirement. If he doesn't get fired first.

In spite of it all, life goes on in the rail and transit industries.



SEPTA REGIONAL RAIL

The big news last month was NORFOLK SOUTHERN's surprise announcement that it would give its Norristown-Reading mainline to SEPTA for the proposed MetroRail service—if SEPTA would pay for rebuilding the Enola branch between Parkesburg and Creswell, PA as an alternate freight route. Presumably, the Dale secondary track (former Pennsylvania Railroad Trenton Cut-Off) between Norristown and Glen Loch would also be upgraded to feed traffic to the reborn line, but it appears that trains from Philadelphia would be forced to use AMTRAK's mainline through Paoli to access the route. (Currently, there are no freight operations over the 23 miles between Philadelphia and Glen Loch.) NS would serve local freight customers on the Reading line at night. Said an NS spokesman, "If you want to push freight off (the Norristown-Reading) line, we have to have somewhere to go." SEPTA General Manager John K. Leary, Jr. called the NS action a "major victory" for the MetroRail project. "I'm really pleased (that NS) has come to the table and said this can be accomplished." He suggested that the benefits of MetroRail would offset the high cost, as private and commercial development along the line grow at a rate of up to eight times the cost of MetroRail.

The Inquirer reported that the new plan will raise the cost of MetroRail from \$1.4 billion to \$2.2 billion. In 1990, CONRAIL abandoned the 33-mile eastern segment of the Enola branch (built by the Pennsylvania Railroad in 1906 as the Atglen & Susquehanna), and the double-track line was torn up. Since then, efforts have been made to turn the right-of-way into a hiking-biking trail, although Conrail and NS never gave up ownership. Now, residents along the route who have fought the trail may be faced with the return of heavy freight trains near their back yards! In commenting on the proposal, DVARP President Donald Nigro charged that the \$2.2-billion cost is "shameful," when the "whole project can be done for \$800 million." The passenger advocacy group has long lobbied for a more modest passenger service to Reading, which would coexist with Norfolk Southern freight traffic on the present railroad.

In order for SEPTA to move forward with a request for Federal "New Starts" funding, it was first necessary for the Delaware Valley Regional Planning Commission to add the MetroRail project to its long-range transportation plan for the region. DVRPC had twice postponed the vote, but on December 1 its board approved the plan with the City of Philadelphia the lone dissenter. Reportedly, Mayor Street objected because MetroRail would not directly serve such Philadelphia institutions as the Museum of Art and the Zoo. (In lieu of this, the City wants SEPTA to build a light rail line between center city and the 52nd Street area of West Philadelphia, which was on the original route of Schuylkill Valley Metro when light rail appeared to be the preferred mode.) SEPTA will not complete the required Draft Environmental Impact Statement for MetroRail until this spring (which may be further delayed by addition of the Enola branch proposal). Then the Federal Transit Administration must approve the DEIS before SEPTA can actually apply for the funding.

Ridership on the Railroad Division has been on a steady upward trend, last month reaching 112,000 daily riders. This was the highest weekday figure since the fall of 1980—well before SEPTA took over the operation in 1983. While this is good news, it has raised the specter of severe equipment shortages in the future. Already, standees are common on some rush-hour trains as the present fleet is being stretched to the limit. As previously reported, SEPTA is working on a proposal to acquire up to 100 new "Silverliner V" commuter MU cars—70 to replace the aging Silverliner II's and III's, and 30 to accommodate ridership growth. In addition, about 75 cars will be needed for the MetroRail service if and when it begins in 2007.....Delaware Car Company has won a \$754,000 contract to repair three Silverliners damaged in accidents.....SEPTA is also considering the purchase of some of NJ TRANSIT's retired Jersey Arrow II MU cars, which are compatible with the Silverliner IV's.

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PHILADELPHIA EXPRESS

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With cold weather now likely, SEPTA is trying to gird itself for the usual weather-related problems. Snow and ice on tracks, equipment and platforms are a recurring headache. But there were a few recent incidents beyond SEPTA's control. For example, on November 17, AMTRAK's CETC control center experienced a computer failure which knocked out the signal system on sections of the Northeast Corridor. Starting about 5 PM, numerous SEPTA and Amtrak trains were stalled for up to two hours. Then, on November 30, a 21-year-old woman was struck and killed by northbound train #568 at the R5 Ambler station. Reportedly, the woman was crossing the track to catch a Philadelphia-bound train, but did not see the train approaching in the opposite direction. Rail traffic on the line was stalled for two hours while police investigated.....Two days earlier, a 14-year-old schoolboy was killed by southbound AMTRAK train #115 as he illegally crossed the tracks at SEPTA's Sharon Hill station. The track speed on Sharon Hill curve is 90 mph.....Early in the morning of December 14, northbound CSX freight Q410 derailed several cars at Woodbourne, Bucks County, knocking down a SEPTA catenary pole. SEPTA was forced to bus passengers between West Trenton and Neshaminy Falls for the rest of the day, while repairs were made.

SEPTA's October 29 timetables include some new cover photos. The R5 Thorndale-Paoli schedule shows the new Thorndale station, while the R5 Lansdale-Doylestown folder features the old Reading station at Colmar and the new high-level Colmar station. The R8 Fox Chase timetable highlights the two-story Reading station at Fox Chase and the current modest SEPTA station there. Several issues show Silverliner IV's dressed in their new SEPTA striping.....Restoration work on the historic R5 Stafford station is moving along nicely. All of the exterior walls have been completed, and the wood has been painted in the original dark green trim on light brown panels. Concrete access ramps and new stairs have been finished, but the outbound shelter is still suspended away from the platform.....SEPTA is planning to join the trend toward "cross-border" leasing of equipment and facilities. Under this program, tax-exempt authorities can transfer equipment to foreign or domestic firms who then lease the equipment back to the operators, plus cash payments based on the tax savings.....With new Job Access & Reverse Commute funding in hand, SEPTA is planning to begin an "early-bird" R5 train from Philadelphia to Paoli, running 45 minutes ahead of the earliest existing train.

SEPTA is planning to build a pedestrian underpass at the R5 Fort Washington station, replacing a dangerous at-grade crosswalk.....Developer Willard Rouse III announced last month that his firm had paid \$26 million for the old Sheraton Hotel property on JFK Blvd. Between 17th & 18th Streets. Now a parking lot, the 90,000-square-foot lot will be the site of a new state-of-the-art office building, perhaps as tall as Rouse's One Liberty Place at 17th & Market. The new structure, which will be built on air rights over SEPTA's Suburban Station, will include entrances to the station and new below-street-level retail space. A second building on the site is also planned.....The new Dock Street Brew Pub in the Reading Terminal headhouse sports an interesting logo. In its center is a drawing of a Baltimore & Ohio bullet-nosed Pacific locomotive.

Overhead wire work on the R3 Neshaminy Line was ended by the first of the year, but this month installation of welded rail will begin. This will mean single-track operation during the day between Neshaminy Falls and Jenkintown. Installation of a new cab-signal system on the line was completed last summer.....Parking capacity has been increased at several West Trenton line stations over the past four years, in anticipation of PennDOT's heavy rebuilding of parallel Interstate 95. The stations include Bethayres, Philmont, Trevose, Neshaminy Falls, Langhorne, Woodbourne and Yardley, totaling 870 more spaces. Sixty added spaces are planned at Forest Hills, and new platforms and a station building are underway at Somerton.....In another highway reconstruction project, this one involving the Route 309 Expressway in Montgomery County, SEPTA is beefing up capacity on its R5 Lansdale line, with 390 spaces recently added at Lansdale station and another 325 spaces planned at the already-busy Fort Washington station. The first phase of the 309 project is to begin this spring, with rebuilding of the road itself to get underway in 2002.

SEPTA issued special one-sheet Christmas and New Year's Day schedules for most of its Regional Rail lines.....SEPTA has approved a new three-year contract with the Brotherhood of Locomotive Engineers. It was previously ratified by the union membership.....That ex-LONG ISLAND Alco FA locomotive #615 actually operated as a control car on SEPTA's "gel train," which spread anti-skid gel on the rails during the fall leaf season.....SEPTA has recently been troubled with youngsters writing graffiti on the sides of passenger cars at West Trenton yard. The equipment was quickly moved to Frazer shop to have the "art" removed.



SEPTA TRANSIT

SEPTA got into the spirit of the season, once again operating Holiday Trolley service on 11th and 12th Streets in center city from Thanksgiving weekend through December 31. Some cars ran all the way from Noble Street south to Snyder Avenue, though most turned at Bainbridge. Sponsored by Loews Hotel, the service used cars #2168, 2732 and 2785, all painted green, as well as Red Arrow-style #2799. The cars were based out of Germantown depot because the old Route 15 trackage over Girard Avenue bridge had not yet been restored to service, precluding operation from Elmwood depot. Car 2799 was damaged in a collision with an automobile on Germantown Avenue in early December, but was back in service later that month.....SEPTA also brought the "Magical Holiday Railway" back to the concourse level of its headquarters at 1234 Market Street. Dressed in a snowy winter landscape, the G-scale layout was again borrowed from the Morris Arboretum, along with scale models of some 30 Philadelphia-area buildings.....Suburban Division employees placed a model trolley display in Route 100 car #134, which was on display at 69th Street Terminal, Bryn Mawr and Norristown during December.....Kawasaki cars #9015 and 9017 were decorated for the holidays and operated weekdays on all subway-surface routes.....Again this season SEPTA ran five specially-decorated "Santa Express" trains to the Gallery in center city on Friday, November 24. Regional Rail trains originated at Paoli and Chestnut Hill West, a Broad Street Line train came from Fern Rock and there were two Market-Frankford specials.

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PHILADELPHIA EXPRESS

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SEPTA has attracted several bidders for its project to rebuild 18 retired PCC cars, to be used on the planned Girard Avenue light rail line. Expected to cost \$1.5 million each, the PCC rebuilds will be far less costly than the articulated cars originally sought by SEPTA.....SEPTA is examining the possibility of building a new operating depot, to be known as Parkside District. It would be located on a City-owned former rail yard in West Philadelphia, and replace the ancient Callowhill depot. It would serve Route 10 and Girard Avenue trolleys and several bus routes.....SEPTA's Transit Museum Store is offering a special silver coin showing PCC #2733 and the museum's insignia. That car was placed in the concourse of 1234 Market Street five years ago. The coins sell for \$29.95 (only 250 were minted).....To clarify what was reported in the October issue of *Cinders* concerning Route 100, SEPTA eliminated all evening Bryn Mawr locals (those after 6:24 PM) effective September 4, extending the runs to Norristown.....Last month Flyer delivered the pilot model of SEPTA's 200 new low-floor buses, which was on display in center city December 21. SEPTA plans to install bicycle racks on all of these buses as well as on 70 of the new 30-foot buses.

SEPTA reports that it handled a total of 204.1 million passengers in Fiscal Year 2000 ended last June 30. That figure is based on "linked" or continuous one-way trips. Vehicle miles were 78.4 million. Total revenues were \$376.2 million, operating expenses \$764.1 million and operating subsidies \$388.8 million, producing a surplus after subsidies of \$896,000. Full cost recovery from farebox revenues improved to 47 percent for the City Transit Division (bus 43 percent, light rail 34 percent, subway-elevated 61 percent and trackless trolley 48 percent). The number of full-time hourly and supervisory employees decreased to 8,881 from 9,077 the previous year.....SEPTA projects a \$200-million shortfall in its capital budget through FY 2004, due to cuts in both Federal and State support. The staff has recommended to the board a list of projects to be deferred, one of which is the catenary and bridge replacement project on Regional Rail between 30th Street and Suburban Stations.

A fight is in progress between Steve Brookens, the embattled president of Transport Workers Union Local 234, and the international TWU leadership. As previously reported, international union officials charged Brookens with "financial malpractice," and attempted to place the local union in trusteeship. Brookens and his top deputies were suspended on December 1, but they promised to take their case to Federal court. On December 6 SEPTA announced that it would postpone contract negotiations on a new contract pending "resolution of the union's internal issues." The present contract, which covers 5,100 drivers and other workers, expires March 15 of this year. In 1998, Brookens led his union on a 40-day strike against the City Transit Division.....The 27-year-old son of Philadelphia City Councilman Frank DiCicco has been nominated to a term on the SEPTA board. An attorney, the younger DiCicco would replace former Vice Chairman Richard Voith, an economist with the Federal Reserve Bank.

On November 19 SEPTA initiated Phase I of its restructuring of bus routes in fast-growing Lower Bucks County. Service on several routes was improved or extended to better serve

major employment centers, and with the start of Phase II on January 15 new Routes 203 (Woodbourne rail station-Oxford Valley Mall-Bucks County Business Park) and 204 (Torresdale-Bristol) will begin operation.....With reconstruction nearly completed at the Chester Transportation Center (the old Pennsy railroad station), in November nine bus routes once again began loading at the center.....SEPTA is planning to spend \$1.2 million to improve its Darby bus terminal.....Construction is well along on the new traction power substation on Victory Avenue at the west end of 69th Street yard. It's part of the electrical improvement project for the Market-Frankford Line.....The Spanish carbuilding firm of CAF has purchased the Elmira Heights (NY) facility from Adtranz. This is the plant where the M4 Market-Frankford cars were assembled.....The *Daily News* of December 11 carried an article describing how several politically-connected companies secured a municipal contract in the early 1900's to move coal ash from center city buildings to be used as fill in the City's Logan section. Decades later, this unstable material was responsible for the sinking of hundreds of homes built on the fill. According to research by well-known Traction Authority Harold E. Cox, the fill was moved up 5th Street in large "ash cars" operated by the Philadelphia Rapid Transit Company. Photos of cars 2610 and 5615 accompanied the article.



After more than a year's delay, AMTRAK finally launched its highly-touted Acela Express high-speed service on December 11, with one daily Washington-Boston round-trip (see El Simon's column elsewhere in this issue). Much depends on the success of this venture, with Amtrak brass virtually pinning their hopes for self-sufficiency on the \$180 million in additional revenues the new trains are expected to produce. Hopefully, the \$20 million which Amtrak spent on advertising the non-existent service over the past year will eventually be justified. Remember those puzzling ads with large headlines like "ARECHARGEB" and "ABRAINSTORMB" and just a tiny Acela logo? Well, on the day before the first public trip, Amtrak ran full-page newspaper ads under the headline "Tomorrow morning when you wake up you'll find a brand new train set." A model Acela locomotive appeared in gift wrapping. The *Inquirer* ran a lengthy article entitled "Amtrak hopes Acela puts it on a fast track," and many other publications noted the importance of the event. "Amtrak's last chance" was the headline over an article in the December 11 issue of *U. S. News & World Report*. Even *Business Week* printed a five-page photo spread on the new train.

Congress in October passed and President Clinton signed a record \$56-billion spending bill for the U.S. DOT in FY 2001. Included in the bill was \$6.3 billion for public transportation, which is consistent with the funding levels specified in TEA-21, the Transportation Equity Act for the 21st Century. AMTRAK will receive the \$521 million that it requested (a \$50 million reduction from the previous year), while highway spending jumps \$2 billion to nearly \$31 billion. But the High Speed Rail Investment Act, which would have authorized Amtrak to issue \$10 billion in construction bonds over the next ten years, failed to win approval in spite of 56 co-sponsors in the Senate and 171 in the House. Republican Senator John McCain of Arizona, chairman of the Commerce Committee, wanted to investigate the bond issue to see if it is "yet another bailout for Amtrak."

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PHILADELPHIA EXPRESS

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AMTRAK has launched a "Guest Rewards" customer loyalty program, modeled after the frequent flyer programs of the airlines. Customers may accrue two points for every dollar spent on Amtrak tickets, with added bonuses for Acela Express and Metroliner tickets. Points may be redeemed for future Amtrak travel, airline miles, hotels and car rentals (*Weekly Rail Update*).....The *Inquirer* carried a rather flattering story on Northeast Corridor President Stan Bagley in its December 25 edition. An up-through-the-ranks manager, Bagley is highly regarded by the labor union chiefs with whom he deals. "He always sticks by what he says," remarked one union president. "And he always has the best interest of the employees in mind, which is unusual for a management person".....Compliment Corp. has begun a pilot program to install automated external defibrillators in certain Amtrak trains and stations. Some commercial airliners are already equipped with the devices, which monitor heart rhythm and can deliver an electric shock to return the heartbeat to normal (*Weekly Rail Update*).

AMTRAK reissued its October 29 Northeast Corridor public timetable effective December 11, to include the new Acela Expresses (trains 2150/2175). The cover remained the same, except for the date.....AMTRAK also issued its annual 32-page Thanksgiving holiday timetable, effective from November 20 to 26.....Holiday travelers experienced prolonged delays on the Northeast Corridor Sunday, December 24, when a fallen wire in North Jersey caused widespread signal outages. Delays averaged more than two hours, as frustrated passengers at 30th Street Station and elsewhere complained loudly of a lack of information from AMTRAK. Some even formed carpools to drive to their destinations, neglecting to ask Amtrak for "satisfaction guaranteed" vouchers. SEPTA was not affected.....During the snowstorm of December 30, AMTRAK cancelled its Metroliner service, but ran some extra trains on the Northeast Corridor. Philadelphia received about eight inches while New York City got almost a foot of snow.

For the past few months track #1 on the Harrisburg mainline has frequently been out of service between Overbrook and Paoli as crews install a new wire atop the catenary structures, reportedly to support fiber optic cables. Cellular telephone antennas may also be installed on certain towers (Wayne Bode).....AMTRAK operated two charter trains last fall from Newport News, VA to Atlantic City and return, sponsored by the Tropicana Casino & Resort. The first train, powered by F40 #391, consisted of six cars and carried 285 passengers (West Jersey Chapter).....PennDOT's effort to purchase seven two-car diesel MU trainsets from Adtranz may be dead. With the proposed upgrading of AMTRAK's electrified railroad from Philadelphia to Harrisburg, PennDOT wants to reduce the order, which would substantially hike the per-unit price.

At 1:30 AM December 21, a 39-car DELAWARE HUDSON train carrying sulfuric acid from Canada to Baltimore derailed 12 cars along Kelly Drive, just north of the Girard Avenue bridge in Philadelphia's Fairmount Park. Thousands of gallons of the acid from three leaking tank cars spilled down the embankment from CSX's Trenton Line onto the roadway and into the Schuylkill River, before crews could halt the flow. There was no impact on the City's water supply because the intakes are upriver from the site. Chemical specialists were brought in from as far away as CSX headquarters in Jacksonville, FL, but it took more than two days to clean up the area sufficiently to reopen the railroad and the highway. Kelly Drive had to be closed again December 26 when the acid reappeared.

Both NORFOLK SOUTHERN and CSX are still suffering the after-effects of their mismanaged takeover of Conrail in 1998. Worsening service, lost traffic, diminished shipper confidence and financial woes ranging from depressed stock prices to an ill-timed spike in fuel prices have led to severe cutbacks in manpower and other resources. In November, NS announced that, in an effort to cut costs, it will offer early retirement incentives to some 870 supervisory employees—18 percent of its non-union workforce—who are at least 53 years of age. Then, the railroad said it would terminate or lay off 1,300 other workers and may even fire some management personnel, all because its fourth-quarter earnings have fallen below forecasts. In the third quarter NS reported net income of \$99 million on revenues of \$1.52 billion, a big improvement over the abysmal \$29 million in net income for the same period of 1999. Late last year, both NS and CSX slashed hundreds of jobs from their management ranks, leading some analysts to bemoan a "brain drain" which could adversely affect the carriers' performance.

NS further damaged its credibility last November when it announced the closure of the ex-Pennsy, ex-CONRAIL Samuel Rea carshop at Hollidaysburg, PA. The huge shop, one of the most modern in the industry, was running at only 30 percent of capacity, so NS decided to move the work elsewhere. Enter powerful Congressman Bud Shuster, who represents the district in which Altoona and Hollidaysburg are located. He reminded NS CEO David Goode that his road had filed an operating plan at the time of the Conrail takeover, in which it promised to keep the shop open and find additional work for its 385 employees. Shuster then summoned top NS officials to a special hearing of his House committee in Altoona to review the merger documents. With that, Goode backed down and informed Shuster that the shop would remain open.

CSX reported net income of \$59 million for the third quarter of 2000 on revenues of \$2 billion, a 50 per cent reduction from the same period the previous year. CSX immediately began a campaign to identify personnel whose work "is unnecessary or redundant." A letter to employees stated that it was "anticipated that these reductions will be involuntary." The CONRAIL Shared Assets organization also has recently abolished several management positions, and both CSX and NS reportedly were studying the possible outsourcing of Shared Assets' remaining administrative functions.....Like CSX, NS has adopted a "shareholder rights plan" designed to ward off large investors who might try to launch a hostile takeover. The plan would take effect if any single entity acquires 15 percent or more of NS common stock (*Bull Sheet, Weekly Rail Update*).

(Continued on Page 7)



CSX
NS
OTHER ROADS

PHILADELPHIA EXPRESS

(Continued from Page 6)

Amid all this turmoil, CSX named a new president of its transportation unit to replace Ronald J. Conway who was fired last spring. In November, Michael Ward, 50, was moved up from executive VP-operations at CSXT, after Chairman & CEO John Snow had personally run the railroad during the seven-month interim period. "Since moving to operations in April, Michael and his team have turned things around dramatically," said Snow. "The railroad is now running fluidly and reliably, and our 35,000 employees are pulling together to increase efficiency and grow our business." Ward had started at CSX as a financial analyst in 1977, then moved into the Marketing Department before heading the Coal Business Unit, managing CONRAIL merger planning and serving as chief financial officer. Soon after his promotion, Ward named Alan Crown, 34, as executive VP-transportation, and Crown in turn elevated 27-year Conrail Veteran James Fallon to senior VP-transportation, in charge of CSX's five operating regions, its yards and operations center. Fallon had been assistant VP-network operations (*Traffic World*).

Rumors persist that, when the Surface Transportation Board's moratorium on mergers expires later this year, BURLINGTON NORTHERN SANTA FE will propose a merger with NORFOLK SOUTHERN, forcing UNION PACIFIC to do the same with CSX. This would set the stage for creation of the country's first transcontinental railroads, in spite of the fact that the STB, in its proposed new merger rules, said it would "give increased consideration to the extent to which various claimed merger benefits can be achieved through cooperative agreements among carriers short of a merger".....In a November speech, CSX Chairman John Snow suggested that budget surpluses be used to develop a national high-speed rail passenger system, ideally on separate tracks from the existing freight system.

Shipper members of the CONRAIL Transaction Council, formed three years ago to monitor the progress of Conrail's integration into CSX and NS, agreed last month to end its regular meetings. *Traffic World* reported that shippers believe that they now have two railroads that are improved but have yet to offer the same level of service provided by Conrail. "The crisis is over," said an official of a shipper organization. "They're now in a stage of driving out cost and trying to improve customer service".....The CONRAIL Shared Assets group has realigned its dispatcher territories, which are controlled from CR's Mount Laurel (NJ) office. The South Jersey dispatcher now controls the Morrisville Line around Morrisville yard, the Amboy, Bordentown, Chester, Freehold and Southern secondary tracks, parts of the Chemical Coast and Port Reading lines and ex-PRSL branches operated by Conrail (Jersey Central Chapter).

A story circulating last fall that the former Pennsy Pier 122 in South Philadelphia would resume handling imported iron ore was denied by a NORFOLK SOUTHERN official. Since ore shipments were discontinued in 1996, the modern (1950's-vintage) pier has been handling shipments of fertilizer for Agway and bulk salt (*Weekly Rail Update*).....On December 4 NS Train 48G (the former CONRAIL ALCA Allentown to Camden) was led by BNSF "Grinstein green" SD70MAC's #9634 and 9592. On the rear of the train was HHP-8 electric #661 enroute to AMTRAK (Paul Kutta).....In mid-November NS began using its new double-track line between "CP-Capital" and "CP-Harris" in Harrisburg (Harrisburg Chapter).

NJ TRANSIT has decided to build its long-planned train storage yard at the eastern end of the former CONRAIL freight yard in Morrisville. A passenger station will be added later, benefiting Pennsylvania commuters and helping relieve congestion at NJT's nearby Trenton station. Work on the yard, which will include 12 electrified tracks, crew quarters and a servicing and inspection facility, is to begin this month. RailWorks, Inc. is the prime contractor. SEPTA will not directly serve the new station, which will be located off the Northeast Corridor (DVARP).....Ridership on NJT's 12 commuter rail and two light rail lines was up 6.8 percent in FY 2000 from the previous year, and 43 percent over the last ten years, as weekday ridership rose to 206,000. There is an average of 6,000 standees on morning and evening rush-hour trains, a problem that NJT is addressing with the acquisition of 200 single-level Alstom-built commuter cars to be delivered by late 2002, plus 200 bi-level cars now in design and 116 rehabilitated Comet II coaches. Also on the shopping list are 56 new locomotives—33 ALP-46 electrics from Adtranz and 23 diesels. NJT also has awarded the largest order in bus-industry history: 1,400 cruiser coaches worth \$500 million (*Railway Age*).

Governor Whitman dedicated the Southern New Jersey Light Rail Transit System at a ceremony in Riverside on November 20. The dedication featured a mock-up of an articulated 102-foot-long diesel-powered car, 20 of which are on order from Adtranz-Stadler for the 34-mile route between Camden and Trenton. The \$604-million project is due for completion early in 2003 (Bill Vigrass).....Ocean City, NJ has purchased the former PRSL right-of-way from 9th to 59th Street from NJT for \$10. It may become a bike path (West Jersey Chapter).....SAN FRANCISCO MUNI officials are casting covetous eyes on NJT's remaining PCC cars, which are soon to be retired from service on the Newark City Subway (Jersey Central Chapter).....Three department heads at PATCO were dismissed by the Delaware River Port Authority in November. They all were deputies of former General Manager Robert Schwab, who left in July to rejoin consultant LTK Engineering.

Bennett and Eric Levin took their meticulously-restored Pennsylvania E8A #5809 on its first long excursion December 10. They ran a retirement special for a CONRAIL official from 30th Street Station to North Jersey and return via West Trenton, Bound Brook, Oak Island and Port Reading. In the train were two AMTRAK cars and private car Pennsylvania 120. (An earlier shakedown run had been made to Woodbury, NJ in November.) Purchased from NORFOLK SOUTHERN last summer, #5809 was NS 1000 and before that CONRAIL 4020. It was built for the PRR in 1951 and has been brilliantly repainted in the 1955-era scheme of tuscan red, wide striping and large lettering. The JUNIATA TERMINAL shop even went so far as to restore the side portholes and induction radio antenna on the roof!.....Chapter Historian Larry DeYoung and his wife Joyce are returning to the Philadelphia area from Flemington, NJ, purchasing a home in Devon from Chapter Member Dave McWherter.....Prolific Author and Chapter Member Bert Pennypacker was the subject of an article and photo published in the *Star-Ledger* of Newark, NJ on December 4.

Federal Railroad Administrator Jolene Molitoris left the government at the end of December to become CEO of a Florida holding company. Known for her emphasis on safety, she was the longest-serving FRA administrator, having been named by President Clinton in 1993.....The *Inquirer* reported last fall

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It's here! The long-awaited introduction of Amtrak's Acela Express arrived on Monday, December 11 with the first Washington-Boston roundtrip. The fifth trainset was the first to be handed over to Amtrak and it operated on the press train of November 16 as well as the first revenue train.

I took part in the November 16 trip, riding between New York and Boston. This inaugural special linked local individual ceremonies held in Washington, New York and Boston. Invited guests included the political community, members of the press and others to whom Amtrak wished show off its new baby.

The celebration in New York's Penn Station took place in a portion of the rotunda and was hosted by Broadway Star Henry Winkler. Speeches and presentations were provided by New York Governor Pataki and numerous Amtrak board members. Monitors allowed participants to observe the arrival (two minutes early) of the special train from Washington.

An Amtrak acquaintance was good enough to introduce me to a number of individuals who were able to shed some light on the more arcane aspects of the new equipment and its operation. Also, it was good to see some old friends again. In due course, we were ushered down to the platform where the train was waiting. VIP's were assigned to the first (club) car and media personnel to the second.

Departure was at 1:50 PM on the dot. The train is a real jewel and a worthy successor to the long, long line of Metroliner Service equipment. The train was smooth riding and the only sound of any consequence was the air-conditioning equipment.

The consist of the special train was power unit 2020, first class 3207, business class 3541, 3543, café 3305, business class 3546, end coach 3409 and power unit 2009. A protect train followed, consisting of HHP8 #655, P42 110, coaches 82513, 82506, café 85500, coaches 82065, 82040 and 82507.

As on Acela Regional trains so equipped, the café car is the signature car for the new trains and it is a real show stopper. Booth seating has been replaced by curving waist-high partitions which guide passengers around two tavern sections fitted with stools and shelves for drinks as on European trains. Guests are expected to eat food at their individual seats, using the fold-down seat-back tables.

I offered to answer any questions about the train anyone in my car had, but contented myself with timing our trip. For the record, times I noted were: New York 1:50, New Rochelle 2:13, Stamford 2:29, Bridgeport 2:50, New Haven 3:05, Old Saybrook 3:30, New London 3:44, Mystic 3:55, Westerly 4:01, Kingston 4:10, Providence 4:29, Mansfield 4:40, Back Bay 4:58 and Boston 5:03.

A non-stop run was anticipated and we almost pulled it off, but the train did operate early and was forced to make a

momentary signal stop west of Back Bay. As we arrived in Boston, fireworks lit up the night sky and floodlights bathed the platform. A large crowd, including a considerable group of local MBTA commuters, watched the train arrive. By all accounts, the trip was extremely successful and generated much favorable publicity.

As information, you can determine which Acela Express trainset you are seeing by the power cars. The sets and their power cars are: 2 (2001, 2003), 3 (2004, 2005), 4 (2008, 2018), 5 (2009, 2020), 6 (2030, 2031), 7 (2032, 2034) and 8 (2014, 2019).

The first week of scheduled Acela Express service was somewhat adventurous. On Monday, Wednesday and Friday, December 11, 13 and 15, trainset 5 or 6 made the scheduled run in both directions. On Tuesday, December 12 and Thursday, December 14, however, a replacement trainset was operated northbound.

The December 12 run found a Metroliner Service trainset pressed into service northbound, and it made it as far north as Connecticut before it broke down. Those passengers received a full refund from Amtrak.

On December 14, a replacement consist of AEM-7 #951, Capstone cars 82507, 82041, 85002, 82012, 82061 and full club 20971 made the northbound trip. The train left Washington 65 minutes late, lost 21 minutes enroute to New York, but only nine more minutes between there and Boston, a credible performance given the speed limitations on the equipment.

On both days, when the Acela Express trainset was subsequently cleared for service, it deadheaded to Boston and did operate the southbound Train 2175 schedule. I think it important to clarify at this point that, each morning, the operation of an Acela trainset is dictated by the manufacturing consortium, who then releases a specific trainset to Amtrak for operation that day. As information, the complete consist of Trainset 6, the second to be accepted, is power unit 2030, end coach 3417, business class 3555, café 3302, business class 3549, 3554, first class 3215 and power unit 2031.

Hopefully, by the end of February, we will see the next schedule enhancement. When four trainsets plus spares have been approved by the consortium and accepted by Amtrak, we should then note morning and afternoon non-stop Washington-New York expresses and a Boston-New York roundtrip, running to Gotham in the morning and returning to Beantown in the evening. Both New York and Boston's high-speed maintenance facilities will be needed by that time.

Speeds of 130 mph or greater permitted between New York and Washington include Tracks 2 and 3 between "County" and "Midway" (140), 2 and 3 between "Midway" and MP 54

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ON THE SCENE (Continued from Page 8)

(150), 2 and 3 between MP 54 and "Ham" (MP 55.7) (130), and 2 and 3 between "Morris" and "Holmes" (but with one 120 mph curve, a 100 mile curve (Torresdale) and another 125 mph curve). Below Philadelphia, speeds on Tracks 2 and 3 between "Ragan" and "Bacon" (130, with three 125 mph curves), and "Bacon" and "Prince" (130, with several 110 mph and 120 mph curves). Between "Grace" and "Bush", Tracks 2 and 4 are good for 130 (with two 125 mph curves) and between "Grove" and MP 125, 130 is allowed on Tracks 2 and 3. You can see how vigilance is required by locomotive engineers and how the Acela equipment's rapid acceleration and deceleration come in handy.

Amtrak's 2000 Thanksgiving weekend came and went without any major hitches. Capacity was up almost seven percent over the week-long period (Tuesday-Monday), especially on Wednesday and Thursday. Nevertheless, standees were up, too, with Wednesday being the heaviest day.

Amtrak took a new tack with its borrowed commuter equipment this year. Certain trains assigned these cars were all-reserved, with travel largely limited to Washington-Philadelphia or Philadelphia-New York segments. Also, the middle seat of a three-passenger seat was not sold as a reserved seat on those cars used having this type seat. Riders on the "commuter" trains received a voucher good for a reduction on their next trip on Amtrak.

SEPTA, deep into a rehab program and itself carrying record passenger loads, was unable to provide any equipment this year. But, on Sunday, the following borrowed commuter equipment was noted. MBTA provided six single-level cars on a Boston-New Haven roundtrip on Trains 3063-3044. A Connecticut DOT unit was added for the return trip, operating ahead of the MBTA F40. For its part, Connecticut provided two three-car "Constitution Liner" trainsets protecting the Springfield-New Haven shuttles and, on Wednesday evening, three other cars operated on a train between New Haven and Washington. One cab car did not run for Amtrak.

NJ Transit operated three six-car MU trainsets between New York and Washington, on Trains 3043-3068, 3095-3080 and 3099-3066. MARC furnished four sets of Kawasaki single-level cars on the following trains: 152-3045, 3064-3093, 154-159 and 3048-3069, running with a Metroliner Service food service car for additional lavatory capacity. Train 1086 included two Kawasaki coaches and former PRR sleepers 130, 132 and 147, operating all the way to Boston.

Two extra trains were operated beyond those shown in the special Holiday Schedule (blue this year instead of rose). On Wednesday, the equipment off Metroliner 118 ran as 2nd 178 to Boston, and on Sunday, equipment off 186 ran as an evening extra to Boston.

The Acela Express trainset first operated in revenue service on Metroliner Service trains 104 and 115 on Tuesday, November 21. Their only other revenue trip brought the Philadelphia Eagles football team back to Philadelphia Sunday afternoon following their game with the Washington Redskins.

Great utilization was obtained from the AEM-7 fleet, with only the units in the Wilmington shop excluded. At least three of the four HHP-8's were seen and, as usual, MARC contributed

some of its AEM-7's. Of course, the venerable E60's were seen, too.

In New York's Empire Service, there were several trains added between New York and Albany. Only the original rebuilt turbo saw service, with the most recent rebuild continuing to exhibit teething problems.

In Chicagoland, an interesting development was the borrowing of eight to ten MARC coaches (again, the former sleepers). These were generally operated in groups of three on Hiawatha Service trains, but they also showed up on the Sunday "college train" to Carbondale. Ill-fated Automat car 8601 seems, however, to have found a home on the **Lake Country Limited**, permitting the movement of more express cars. If any passengers turn up for this train, they'll ride in a Horizon fleet coach. The other long train out of Chicago on Thanksgiving weekend was the Sunday train to West Quincy, carrying eight cars.

Amtrak West scheduled two additional roundtrips between Los Angeles and San Diego on Wednesday and Sunday (and a one-way trip on Thanksgiving Day itself). Two sets were formed of California cars and Superliners, four were formed of new Surfliner cars (one included an extra business class car off the set wrecked on November 4), and four sets were formed of Horizon fleet cars with Amfleet business class cars. Surfliner trainset #1 was involved in a grade crossing accident, as noted above, with the result that cab car #6900 may be retired. Coaches 6400 and 6401 also derailed and snack coach 6300 apparently was lightly damaged. The train was running cab-car forward.

The Capitols and San Joaquins were mostly formed of five California cars (with two trainsets bulked up to six cars). A train of Horizon cars with a full-length dome backed up the Talgos in Portland-Seattle service as well.

As in previous years, many trains were annulled on Thursday and/or Friday. The special Thanksgiving Holiday schedule also added some time near the end of many trains to more accurately reflect the extra time needed to cope with heavy travel.

I did not physically observe the action this year, having ridden Amtrak to visit my father in Florida. For the record, I had a great trip and thoroughly enjoyed myself. Trains were naturally fully booked, and I found the food in both diner and lounge service to be better than I expected. I would recommend the **Silver Palm**—it's slower, but carries fewer passengers so the diner and lounge are less crowded and more enjoyable.

My train in both directions had rebuilt diners, including car 8530, released October 29 as a conversion from former Auto Train buffet car 8702, originally Pennsylvania Railroad parlor 7143-**Molly Pitcher**. The interior scheme is basically green, but unfortunately, the crews don't use the five-seat lunch counter (except that train crews sometimes sit there). Diner crews claim that there is insufficient room behind the counter to work while passing food from the kitchen.

With the introduction of Acela Express Trains 2150/2175 on December 11, there were other changes in Northeast Corridor service, too. Train 171 leaves Boston weekdays at 7:30 AM, making all regular stops to New York, and replaces Train 185 beyond to Washington. Trains 93/99 leave Boston 20 minutes later, skipping Westerly, Mystic and Old Saybrook, continuing beyond New Haven on the existing schedule. Train 485

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JANUARY 13-14, 2001:

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



JANUARY 19: Remounting of 75th anniversary plaque at Reading Terminal headhouse, originally presented by NRHS to Reading Company in 1968. Ceremony will include officials of the Pennsylvania Convention Center Authority and NRHS officers. For information on time of ceremony, telephone NRHS national office at 215-557-6606.

JANUARY 20-21: GATSMELines Model Railroad Club Open House in basement of New Horizons Montessori School, Prospect & Madison Avenues, Fort Washington, PA, 12 Noon- 4 PM both days. Admission by donation. For information, telephone 215-646-2033.

JANUARY 26: Railroad Film Night at National Canal Museum, Two Rivers Landing auditorium, Easton, PA, beginning at 7:30 PM. Program will be presented by Mitchell Dakelman, director of media services for NRHS. Donation of \$5 per person requested. For information, telephone 610-559-6613.

JANUARY 27: Super Saturday streetcar special over SEPTA light rail lines, using PCC #2799 in Red Arrow colors, sponsored by Wilmington Chapter NRHS. Trip leaves Elmwood depot, Elmwood & Island Avenues, at 10 AM, returning about 3 PM. Fare: \$30 per person. Order from: Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860-1003. For information, telephone 973-383-3355 (9 AM-5 PM).

FEBRUARY 17-18: Greenberg's Great Train & Collectible Toy 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 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.

ON THE SCENE

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(Springfield-New Haven shuttle) also runs weekends now, as does Train 462 northbound.

Clocker 639 runs about an hour later, and changes from weekend to daily frequency. Train 199 adds New Carrollton, MD, and is also now operating on Sundays. Trains 148 and 654 add stops at Princeton Junction. Train 218 drops New Carrollton, and 160 on weekends skips Aberdeen, MD. Train 652 runs 20 minutes earlier Philadelphia-New York and 152 now runs on Sundays. An additional through Harrisburg-New York train has been added, and this train operates about 75 minutes earlier on weekday mornings from Philadelphia to New York (Train 646 replaces 630). Also on the Harrisburg route, Train 607 adds Middletown while 645 now stops at Parkersburg and Mount Joy.

By the end of November, Amtrak had received new GE P42's #123 through 128. The new order, which could total 85 units, is delivered in a new "Acela" style livery. If all are built, the highest unit would be #205, and require renumbering Empire Service turbo units, ex-GO Transit GP40H's and possibly an F40 or two, if any remain by that time.

In early December, some turbos were moved from long-term storage at Bear, DE to Super Steel at Schenectady, NY, with no units remaining at Bear. Moved were power units 152-154, 156, 157 and 160, cafes 171, 177 and 186, coaches 175, 178, 185, 187 and 190.

Amtrak has apparently sold five F40's to the Panama Railroad. First reports listed the units as 298, 326, 338, 341 and 373, but a subsequent listing was 259, 313, 354, 358 and 374. We'll try and sort this one out and provide confirmation.

New rules require that Amtrak passengers making reservations to/from Canada provide their date of birth and country of citizenship to facilitate border crossing formalities. You must still have a birth certificate and a Government-issue photo identification, with a passport being recommended.

The Auto Train has been carrying RoadRailers to handle seasonal mail shipments. Now, reports indicate that up to 50 cars may be permitted by Burlington Northern Santa Fe on Trains 3 and 4.

Amtrak Intercity issued a consist book for the October schedule change in a format similar to that used on the Northeast Corridor. Because express and RoadRailer traffic can be variable, regularly-operated cars are shown with an absolute limit prescribed for each train. This can take the form of the number of cars or the length of the train in feet.

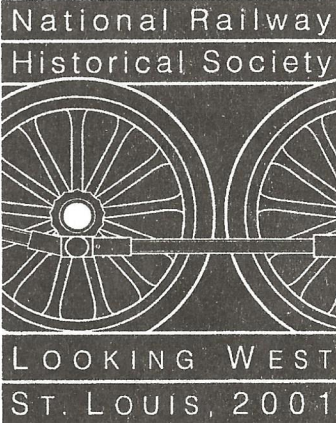
Inspection and fuel stops are prescribed for runs long enough to require them. For Florida trains, both take place at Jacksonville. Chicago trains do not require a 1,000-mile inspection, but can take on emergency fuel at Harrisburg, Pittsburgh, Toledo or Willard. The Crescent refuels at Charlotte and is inspected at Atlanta.

In November, Amtrak's Beech Grove facility released F59 #566, cab car 1001 and trailer coach 1056 to Texas's Trinity Railway Express. So far, Amtrak has sent former GO Transit/Vancouver cars 1000-1001 (rebuilt to cabs) and 1050, 1051

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NRHS Convention Set for St. Louis June 19-23

The NRHS 2001 national convention, to be hosted by the St. Louis Chapter in St. Louis, MO, June 19-23, will feature numerous excursions, tours and other activities. Convention headquarters will be at the Regal Riverfront Hotel.



Among the major excursions planned are a Union Pacific steam-powered trip to Gorham, IL and return, a special behind ex-Frisco 4-8-2 #1522 via Burlington Northern Santa Fe to Newburg, MO and return, and a trip with UP's restored E9 diesels to DeSoto, MO and return. Other events include tours of the MetroLink light rail line and the Museum of Transportation, a dinner train, riverboat dinner cruise, the annual banquet, an array of educational seminars, the membership meeting, and numerous spouse activities.

In order to receive the convention brochure and order form, to be mailed about the end of this month, members must register in advance and pay a fee of \$25. (The pre-registration offer of \$20 has expired). The registration form is reproduced below.

Amtrak service to St. Louis is available via Chicago, and there are non-stop flights from Philadelphia to St. Louis. (Airline passengers may board the MetroLink light rail line at Lambert International Airport for direct service to downtown St. Louis.) It is hoped that a large delegation of Philadelphia Chapter members will attend this very eventful convention.

For further information, St. Louis Chapter has an E-mail address: stlouisnrhs@aol.com, and a website www.stlouisnrhs.org/nrhs2001/faq.htm.

ON THE SCENE

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and 1056. Ex-GO Transit F59's 565 and 568 are on the property, and new cab cars 1002 and 1003 have also been delivered.

Virginia Railway Express is leasing at least ten MARC commuter coaches for service on certain Manassas Line trains. Cars 140-146, 148-149 and 154 were noted. MARC's cars are available because all 50 MARC double-deckers are believed to now be in service. The cab cars are 7845-7854, non-lavatory coaches are 7800-7825, lavatory-equipped coaches 7890-7896 and café coaches are 7870-7876. Of the former PRR sleepers in MARC service, only the two parlor cars are now running.

The initial 101-mile Washington Metrorail system will be completed in January with the opening of the final section of the Green Line. Now, several extensions and additional stations are under consideration. A new station at New York Avenue (which would be a great train-watching location) and a two-station extension from Addison Road to Largo Town Center are top possibilities.

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that a painting of the White House by famed Artist N. C. Wyeth is missing. Worth as much as \$1 million, the painting was commissioned by the Pennsylvania Railroad in 1930, but apparently disappeared at the time of the CONRAIL takeover in 1976.....The Electric City Trolley Museum in Scranton finally was able to switch on the power and conduct its first test run on November 21 with ex-Red Arrow center-door car #76.....CANADIAN PACIFIC announced that it may sell its railway and ocean shipping line "within a couple of years" (*Traffic World*).....Long-time Railroadians Dealer Arnold Joseph of New York passed away December 25th following a bout with cancer and Parkinson's Disease.

Mail your registration to: NRHS Convention 2001, St. Louis Chapter NRHS, PMB 271, 2129 Barrett Station Road, St. Louis, MO 63131-1638

Registration Fee: \$25.00

Name _____ NRHS Membership Number _____

Address _____

City/State/Zip _____

Phone _____ E-Mail _____

Credit Card Number _____ Expiration Date _____

Visa _____ Mastercard _____ (only Visa/Mastercard accepted)

Exact Name on Credit Card _____

Billing Address (if different from above) _____

Make Check Payable to: NRHS 2001 CONVENTION

Registration Fee: \$25.00

Chapter to Host Directors' Meeting April 20-22; Members Help Needed

For the first time since November, 1984, Philadelphia Chapter will host a National directors' meeting this spring, when the NRHS board convenes at the Philadelphia Airport Marriott Hotel from April 20-22, 2001.

While the primary function of this meeting is the business of the Society, there are numerous social functions and field trips that will take place to show the directors what has happened in Philadelphia in the 17 years since they last met here. At one time, the fall directors' meeting was held in Philadelphia every year, placing a responsibility on our Chapter to provide a field trip and necessary meeting rooms, etc.

NRHS Senior Vice President Larry Eastwood and Chapter National Director Frank Tatnall are spearheading much of the effort in arranging this gathering, but there is an urgent need for individual members to step up to the plate, man tables, assemble "goodie bags", act as tour guides. Among events being considered are a rail trip, historical (both rail and non-rail) tour, a baseball game and a banquet.

Chapter members who are able to participate on the host committee for this function are asked to convey that interest to Larry Eastwood at the January 19 meeting or by mail (P. O. Box 353, Huntingdon Valley, PA 19006-0353, phone (215-947-5769), FAX (215-947-2132) or E-mail (reastwood2@home.com) at your earliest convenience.

2000 Genuardi's Tape Program Success; Remains Same After Safeway Takeover

Philadelphia Chapter members saved Genuardi's Family Markets cash register tapes in record numbers during 2000, turning over nearly \$49,000 in tapes to Chapter Program Coordinator Marie Eastwood. Because tape redemptions and payments overlap year-end, the Chapter actually received \$365.91 from the good folks at Genuardi's during 2000, assisting in providing funding for the continuing restoration and operation of former Reading FP7 #903.

Early in December, Genuardi's Family Markets announced that it would be acquired by Safeway, Inc. The Genuardi family felt that in the next few years the supermarket industry would undergo significant consolidation, and they wanted to be ahead of that trend to provide a better future for the company, its employees and customers.

The Genuardi organization felt, in selecting Safeway, that the company, among other items, shared Genuardi's commitment to community involvement, and they noted Safeway's contribution of more than \$50 million during 1999 to programs such as food banks, educational initiatives, schools and social services.

Chapter members are urged to save and turn in Genuardi's Family Markets tapes again in 2001. It has been an excellent source of additional financial support for Philadelphia Chapter. Philadelphia Chapter officers extend their appreciation to all members for their participation in this effort.

NATIONAL RAILWAY HISTORICAL SOCIETY PHILADELPHIA CHAPTER, INC.

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