

# CINDERS

MARCH 2001



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Volume 62

Newsletter of the

Number 3

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, MARCH 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, 9<sup>th</sup> Street above Locust  
(\$5.00 after 6 PM), or Parkway Garage, also 9<sup>th</sup> above Locust  
(\$5.75 after 6 PM), Downtown Garage, Walnut Street each of  
10<sup>th</sup> (\$4.00 after 6 PM)

Our March 16 meeting will feature a narrated slide lecture by Chapter Member J. William Vigrass, entitled **Recent Light Rail Developments in Portland and Salt Lake City**. This slide show will highlight the recent extensions of Tri-Met's MAX in Portland, as well as the newly-built light rail line in Salt Lake. Bill also hopes to include some vintage traction views from Salt Lake in his program, which ought to make it most interesting.

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, MARCH 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 of meals ordered!**

Make plans to join us on March 16 as we enjoy traction action from two beautiful cities in the western United States. Looking ahead, our April 20 meeting will feature Chapter Member Larry DeYoung, with a slide program on Cincinnati, OH in the 1970's, plus some added coverage from the Marion, OH and Corbin, KY area. If sufficient National officers and directors, who will be in Philadelphia that weekend for the Spring, 2001 Directors Meeting, want to attend our meeting, it may be relocated to the Airport Marriott Hotel. That information will be in April *Cinders*.

## Directors Meeting Program Finalized

As reported in February *Cinders*, 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.

The February article said that Chapter members would be welcome on both tours as well as at the Saturday evening banquet. There has been a modification connected with the Saturday trip outing.

The excursion originally proposed for Saturday, April 21 was a combination trip using SEPTA's R1/R2 Airport-to-Warminster train and a connecting New Hope & Ivyland train between Warminster and New Hope. Regrettably, those plans had to be cancelled when NH&I provided a price for their portion of the trip which was deemed excessive, and would have prevented a trip that would be financially viable.

A trip on SEPTA's West Philadelphia light rail lines has been substituted, using Peter Witt #8534 and PCC #2732. However, because of the limited seating on these two cars, preference will, of necessity, be given to NRHS directors before tickets can be sold to Chapter members. An order form is attached to the back sheet of *Cinders* for the April 20 banquet. On that form, a spot will be found to make reservation for the light rail trip, and you will be contacted if space is available. If you are planning to attend the Friday afternoon re-dedication of the Reading Terminal plaque, please indicate that on the order form, too, so the Convention Center will know how many will attend.

Here is the updated list of events:

### Friday, April 20

- 8:00 AM** Regional vice presidents meeting – Philadelphia Airport Marriott Hotel
- 11:00 AM** Open House at NRHS National Office, Robert Morris Building, 17<sup>th</sup> & Arch Streets, 12<sup>th</sup> floor (until 3 PM)
- 1:00 PM** Planned 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

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

#### CHAPTER OFFICERS

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Trip (temporary).....R. L. Eastwood, Jr. (215) 947-5769

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

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

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

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

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

## Ray Muller Slide Contest Winners Announced

A total of 11 Chapter members showed slides in the annual Ray Muller Slide Contest, at Philadelphia Chapter's monthly membership meeting on Friday, February 16. Of those, eight members submitted actual contest entries, with all eight individuals winning prizes.

Below are listed the categories and the winning entries in each group:

**STEAM** - First Place (tie) - Lee Schultz (UP 3985 at Laramie, WY) and Rob Mandeville (MILW 261 on the Duluth, Missabe & Iron Range); Third Place - Dave Kopena (B&O Museum steam race). There was no second place winner.

**DIESEL** - First Place (tie) - Lee Schultz (UP E9's at Cheyenne, WY) and Rob Mandeville (Budd RDC's on BC Rail); Third Place (tie) - Larry Eastwood (Apache Railway Alco Centuries) and Rodger Fredrick (Reading, Blue Mountain & Northern Budd RDC's at East Jim Thorpe, PA). Again, in this category, there was no second place winner.

**HEAVY ELECTRIC** - First Place - Larry Eastwood (SEPTA Bombardier set in snow at Bethayres); Second Place - Dave Kopena (Navy SW1200's on Earle, NJ pier); Third Place (tie) - Dan Knouse (S-Bahn Ostkreuz, Berlin, Germany) and Lee Schultz (SEPTA Yellowbirds at Neshaminy Falls).

**LIGHT ELECTRIC** - First Place - Rob Mandeville (SEPTA PCC at Mermaid Loop); Second Place - BVTA Peter Witt 8534 at Yeadon, PA; Third Place (tie) - Larry Eastwood (St. Louis Metrolink in Forest Park) and Al Gaus (Toronto PCC 4549 on fantrip).

**OTHER** - First Place - Larry Eastwood (Keystone Mounting School at West Trenton, NJ); Second Place - Lee Schultz (Union Pacific depot at Cheyenne, WY); Third Place (three-way tie) - Dan Knouse (Transrapid Maglev at Lathen, Germany), Rodger Fredrick (SEPTA Stratford station on stilts) and Rob Mandeville ("passenger" train on North Stratford Railroad in New Hampshire).

**OLDIES** - First Prize - Rob Mandeville (GG1's at Ivy City engine facility, Washington, DC); Second prize (tie) - Rodger

Fredrick (Conrail Bicentennial GG1 4800 on West Philadelphia High Line) and John Peters (GG1's on Trains #54 and 220 at North Philadelphia).

A "G. Gerrish Williams Best of Show Award" was presented to Rob Mandeville for his slide of the SEPTA PCC car at Mermaid Loop on Route 23. This award (a framed photo of Peter Witt 8534) was donated by Contest Manager Phil Mulligan in memory of the late Chapter Member Gerry Williams, rail enthusiast author and photographer.

Member Phil Mulligan acted as contest manager, organizing the event and working with Members Charles Oettle and Peter Senin as judges. Larry Eastwood projected slides for the entrants.

Each prize winner will receive slide film, with first place getting a 36-exposure roll with processing, second place a 36-exposure roll without processing and third place a 24-exposure roll without processing. The Chapter thanks the entrants for their time and consideration in making this a successful annual event.

## Raffle Tickets Mailed; Drawing May 18

Envelopes containing six raffle tickets each were mailed to Chapter members during the week of February 26, Chapter Treasurer Charlie Van Reed announced.

Once again in 2001, Boscov's Department Stores have generously donated a K-Line O-gauge Reading *Crusader* trainset as the grand prize for the raffle. Second prize is a \$150.00 Amtrak gift certificate, third prize two Morning Sun Books from our chapter bookstore and fourth prize one Morning Sun Book.

Tickets are \$5.00 each or six for \$25.00, with all proceeds going to the continuing restoration and maintenance of historic former Reading EMD FP7 diesel locomotive #903. The grand drawing for the prizes will be held at Philadelphia Chapter's regular membership meeting on Friday, May 18, 2001. All prize winners will be notified by the Chapter following the drawing.

Members desiring additional tickets to sell to friends may secure them by calling Chapter Secretary Marie Eastwood at 215-947-5769. Leave your name and the number of tickets you wish to have and they will be mailed to you. We encourage your support of this major fundraising event for the 903.



Amtrak is expected to make numerous changes in Northeast Corridor schedules effective March 5. While not all details are known as this is written, it is believed that Acela Express Train #2153 will replace Train 131 between Boston and New York, and Acela Express 2170 will replace Train 94 between New York and Boston. Non-stop Acela Express trains 2173 and 2180 will be instituted between New York and Washington. Interestingly, there will be one added Metroliner round-trip between New York and Washington on Saturdays, and two new Metroliner round-trips between the same two points Sundays.

Train #94 and 95 will be moved to new slots, approximating the times of present Trains 132 and 131 between Washington and Boston, operating electric all the way. Train 495 between Springfield and New Haven will operate one-hour earlier, and train 478 will replace 494 between New Haven and Springfield, operating one hour later.

Weekend adjustments (in addition to the new Metroliners above) will find Train 194 replacing 134 between Washington and Boston, with Train 166 replacing the present 194, and 466 replacing 494 between New Haven and Springfield. Accordingly, Train 183 will replace 95 between New York and Washington and 196 replaces 94 between Washington and New York. Pick up a new Northeast schedule so you can make your own comparisons.

On February 2, Amtrak announced its proposals for a 20-year capital investment by the Federal Government. The aim is to provide additional choices in an era of increasing congestion on highways and airspace. The plan commits \$1.5 billion each year to modernize and expand the national rail passenger system, at the same time leveraging additional billions in non-Federal investment and accelerate plans for the introduction of higher-speed service in 11 designated corridors.

Much has been made, of course, of the Congressional mandate that Amtrak become operationally self-sufficient by 2003. What is less known, is that Congress has provided about \$2 billion less in annual appropriations than the amounts authorized since 1998. Unlike the dedicated sources of funding provided to aviation and highways, intercity passenger rail does not enjoy a stable source of Federal funding. In fact, Amtrak has pointed out that our per capita share of rail spending ranks us next to Estonia and Tunisia, and far below that of other highly industrialized nations. As great as this program appears, we would only increase the share of Federal transportation from 1% to 25%. Moreover, almost two-thirds of these funds would be spent outside the Northeast Corridor in areas we'll list below.

While Acela Express has as its goal reduction in running time between Boston and New York to 2 hours, 5 minutes, Charlotte-Atlanta would decline to 3:30, Chicago-St. Louis to 3:50 and Seattle-Portland to 2:30, all significant improvements.

The criteria for justifying investment in these projects consists of six key measures: (1) a positive return on investment; (2) the ability of the investment to leverage other sources of capital; (3) cost effectiveness; (4) improvement in safety; (5) improvement in mobility and (6) feasibility of the project. Bear in mind, too, that investment in high-speed rail addresses only part of the issue – it doesn't make up for years of underfunding nor does it address the maintenance of the basic system.

Among projects that are building for the future, Amtrak and Pennsylvania have committed a total of \$140 million for infrastructure improvements between Philadelphia and Harrisburg. Eventually, electric trains will operate over the route in 90 minutes. Lancaster and Elizabethtown will receive station improvements, and a new station will be added at Harrisburg International Airport. Elsewhere, Illinois, Wisconsin and Michigan have joined with Amtrak in issuing a Request for Proposal for the procurement of the first batch of high-speed equipment for Midwest Regional Rail Initiatives.

The 11 designated high-speed corridors are (1) **Northern New England**, which includes Boston-Portland and Boston-Montreal via Manchester, NH and Burlington, VT; (2) **Northeast**, Boston-Newport News; (3) **Empire**, New York-Buffalo; (4) **Keystone**, Philadelphia-Pittsburgh; (5) **Southeast**, Richmond-Jacksonville via Raleigh, Columbia, Savannah and Jessup, Raleigh-Atlanta via Charlotte and Atlanta-Jessup via Macon; (6) **Florida**, Miami-Orlando-Tampa, Orlando-Jacksonville and Miami-Jacksonville (the latter two not high-speed); (7) **Gulf Coast**, Atlanta-New Orleans via Birmingham and Meridian, Mobile-Houston via New Orleans and New Orleans-Houston via Baton Rouge; (8) **Midwest**, Chicago-Minneapolis via Milwaukee and Madison, Chicago-Kansas City via St. Louis, Chicago-Detroit, Chicago-Cleveland, Cleveland-Cincinnati via Columbus, Chicago-Louisville via Indianapolis, Indianapolis-Cincinnati.

Also included in the Midwest group are the following non high-speed corridors: Chicago-Grand Rapids, Chicago-Port Huron, Chicago-Carbondale, Chicago-Quincy, Chicago-Omaha via Des Moines and Milwaukee-Green Bay.

Rounding out the 11 corridors are (9) **South Central**, which includes Tulsa-San Antonio via Oklahoma City, Dallas and Austin and Little Rock-Dallas via Texarkana; (10) **Pacific Northwest**, Eugene-Vancouver (BC); (11) **California**, Sacramento-Los Angeles via Oakland and Santa Barbara; Sacramento-Stockton and Oakland-San Diego via Stockton, Bakersfield and Los Angeles.

As this long-range plan evolves, there are many economic issues and analyses which have been taken and which are vitally important to Amtrak's future. I'd like, however, to concentrate on some of Amtrak's proposed fleet strategies. There are four categories of rolling stock: locomotives, mail and express, passenger cars and work equipment. Amtrak has developed a

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## ON THE SCENE (Continued from Page 3)

series of sub-brands and the final allocation of equipment may be adjusted as evaluations of route assignments and consists sizes change. For now, however, this is the plan:

**Corridors:** frequent, time-competitive trains on short to medium-haul trips, emphasizing the business traveler and made up of three types of cars: (1) Amfleet I, Horizon and Heritage cars will be replaced by the equipment chosen for Midwest service; (2) California and Surfliner cars and (3) Acela Express, turboliner and Talgo trainsets (these will provide a business class car and a café/bistro car).

**Leisure:** full-service long-distance trains for vacationers, including entertainment lounges, first-class diners and sleepers (on overnight runs). These trains would receive Viewliners or Superliner III rebuilt cars.

**Point-to-point:** trains providing more basic transportation for the value-minded traveler, offering a café/bistro and an economy sleeper on overnight runs. These trains would use cars similar to those on Leisure trains.

Standard motive power for all classes of trains would be F59 or P42 diesels and HHP electrics. As of October 1, 2000, Amtrak rostered 78 electric and 359 diesel locomotives. The active passenger car fleet is broken down into the above three groups as follows: Corridor, 670 passenger cars and 28 trainsets (including Talgos and turbos); Leisure: 743 passenger, baggage, and auto-carrier cars; Point-to-point: 155 passenger, cab and baggage cars. Also, mail and express includes 1,141 box, baggage, MHC and RoadRailer vehicles.

Breaking this down, the Corridor fleet includes 564 single-level cars (including various state-owned fleets), 106 bi-levels, two turboliners, four Talgo trainsets (some state-owned) and 20 Acela Express trainsets. The Leisure fleet includes 220 single-level cars, 412 bi-level cars, 47 baggage cars and 64 auto carriers. The Point-to-point breakout is 77 single-level cars, 46 bi-levels, 22 baggage and ten cab cars. Mail and express includes 252 box cars and reefers, 66 baggage cars, 160 MHC's and 663 RoadRailers.

In the first five years of this plan, Amtrak would provide a Capstone enhancement program to all Amfleet equipment not yet upgraded. Also in this time frame, upgrades would be provided to Leisure Amfleet II, Superliner I and II cars. Point-to-point Amfleet II would receive this same enhancement during the first five-year period, but Superliner I and I equipment would be so treated during years six through 20.

In an unusual note, though, six E60 electrics would remain in service and receive enhancements during the first five years of the plan.

Over the two decades of this plan, Amtrak would expect to retire 342 passenger cars, 147 locomotives, 225 mail and express cars and some of the work equipment. For each group, here is a more detailed retirement breakdown once again:

**Corridor:** Retire 38 Horizon cars with the beginning of Midwest Regional Rail Service and the remaining 57 cars later, all replaced by new trainsets to be ordered. Remaining Heritage

coaches would be all retired in the first five years. There would be a rebuilding program for 20 Amfleet coaches and four AEM-7's for state-contracted services (Pennsylvania) and six turboliner trainsets (New York). Three more Acela Express trainsets would be acquired, along with ten cab cars.

**Leisure:** All Heritage and baggage cars would be retired (82 in the first five years and 12 others later). All 64 Auto Train car carriers would be retired and replaced, plus 20 additional for extra capacity and introduction of auto-carrying service on the Coast Starlight. Newly-designed equipment would replace the baggage and Heritage cars retired. Additional food service and baggage cars would be acquired to provide enhanced food service on Amtrak's leisure trains, both single-level and bi-level. The single-level cars would most likely be made up of 25 dormitory cars and 60 food service cars.

**Point-to-point:** A total of seven Horizon cars would be retired in the last six years of the plan. In the first five years, a total of 48 Heritage coaches, sleepers and food service cars would be retired, with 27 being replaced by new single-level cars and the other 21 replaced by Capstone enhanced equipment. Five existing cab cars would be retired in the first five years and five others later. Also, 22 baggage cars would be retired in the first five years and replacement by new equipment.

In some additional items, 30 AEM-7's would be replaced by new HHP-8 electric locomotives. The remaining 22 can be rebuilt if needed to support growth needs. Five E60's would be retired in the first five years, with the six rebuilds mentioned above being replaced in the last fourteen years. Also during the first five years, new locomotives would replace all of the remaining F40's. Additional diesels would be purchased as needed to haul additional trains or pull additional mail and express cars. This would total 36 new electric and 133 diesels.

During the first five years, 2,301 pieces of mail and express equipment would be acquired, to facilitate complete replacement of all 66 baggage cars used for mail service. Cars to be acquired would include 1,234 box cars, 160 MHC's and 907 RoadRailers.

During the first five years, \$10 million per year would be spent to replace work equipment, with \$5 million per year being allocated each year thereafter.

The above applies to existing service. To meet Amtrak's anticipated needs for growing demand for rail passenger service, it proposes to acquire the following equipment:

**Corridor:** for the Northeast Corridor, 12 single-level coaches and food-service cars, 12 F59-type diesel locomotives and 19 new HHP-type electric locomotives. Also, there would be 22 remaining AEM-7's rebuilt for continued service. For corridors outside the Northeast, Amtrak would acquire 177 Midwest-type single-level non-electric trainsets and 60 Surfliner bi-level trainsets, as well as 79 locomotive-powered Acela Express-type trainsets.

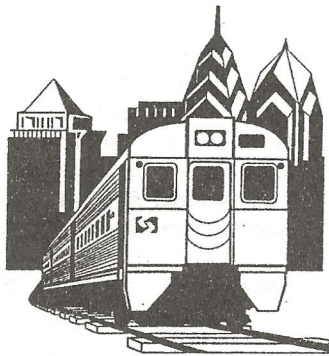
**Long Distance/Point-to-point:** acquire 333 bi-level and 250 single-level passenger cars, eight baggage cars and 187 new diesel locomotives to expand the Amtrak network in both frequency and destination. In addition, 55 Midwest-type single-level trainsets would be acquired, as well as cab cars and short-haul locomotives for additional corridors yet-to-be identified.

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# PHILADELPHIA



FRANK G. TATNALL, JR.



SEPTA  
REGIONAL  
RAIL

The Railroad Division was forced to cope with two snowstorms last month, but emerged from them relatively unscathed. The surprise storm of Monday, February 5, dealt a severe blow to the region because of its unexpected ferocity, which the National Weather Service had failed to forecast. Up to four inches of snow was expected in some suburbs and less in Philadelphia, but the storm track shifted slightly to the east. More than five inches of heavy, wet snow fell on the City and up to 12 inches in the northern and western suburbs. Because the snow did not start accumulating until after the morning rush hour, commuters, businesses and school authorities were caught unprepared.

By early afternoon, many suburban roads had become a series of treacherous ruts as immense traffic jams developed. Police were plagued with countless accidents, and snowplows had difficulty in attempting to clear traffic lanes due to the many tieups and abandoned cars. The media reported a rash of horror stories, such as motorists spending four to six hours to travel just a few miles, and some school buses were still completing their rounds as late as 9 PM. Peco crews struggled to repair power lines downed by falling trees and limbs, with more than 150,000 customers without electricity at the height of the storm.

But this third weather emergency of the winter failed to halt SEPTA service. All Regional Rail lines continued to operate, though many passengers crowded onto earlier than usual trains. To be sure, there were numerous delays, and the R3 West Trenton line was disrupted between 2 and 6 PM when trees fell on the tracks at Meadowbrook (fortunately, they did not take down the catenary). The R8 Chestnut Hill West Line also had downed trees and there were delays on the R3 Media-Elwyn line between Secane and Swarthmore. Most bus lines ran behind schedule because of slippery streets and traffic backups—service on Routes 124 and 125 had to be suspended because of stoppages on the Schuylkill Expressway. In general, however, SEPTA's rail passengers fared better than those who used the highways. (The writer and his wife had planned to depart for sunny Hilton Head, SC, by automobile on February 5, but were delayed for two days by the storm and its after-effects.)

February's second snowstorm arrived on Thursday the 22<sup>nd</sup>, dumping five to six inches on the Philadelphia area. There were the usual problems on the highways, but SEPTA suffered only minor delays. Warmer weather melted the remaining snow rather quickly.

In January, SEPTA removed the two Bombardier push-pull trains from the R3 West Trenton line, reportedly because of winter maintenance problems at West Trenton yard. For one week a set was tried on the R2 Wilmington expresses 9212/9251, but the slower-accelerating push-pulls consistently ran late due to late turns from local trains. The sets were reassigned to Thorndale expresses but should be returning to West Trenton soon.

Following three serious accidents on the Railroad Division in January (see February *Cinders*), SEPTA initiated a public relations campaign urging that passengers "never run for a moving train." The campaign included a seat-drop leaflet on all trains and prominent stories in the major newspapers.....During the evening rush of February 14, a 27-year-old Swarthmore man walking between the tracks of the Media-Elwyn line near Swarthmore station was struck by two R3 trains traveling in opposite directions. The 5:30 accident caused an hour-and-a-half shutdown of service.



SEPTA  
TRANSIT

Contract negotiations between SEPTA and Transport Workers Union Local 234 continued last month, as both sides tried to head off a possible strike by 5,100 workers on the City Transit Division. The current three-year contract expires March 15, but both sides seem optimistic about a settlement. Local 234's former president, the pugnacious Steve Brookens, has been ousted, and replaced at the negotiating table by TWU International VP Harry Lombardo, himself a former president of Local 234 and now its trustee (see February *Cinders*). One contentious issue which emerged in the early meetings is prescription drug coverage for union members. SEPTA is seeking higher co-payments from the employees, after seeing its prescription drug contract skyrocket from \$8 million to \$22 million. It anticipates its total medical costs to rise to \$55 million by next year. SEPTA also wants to place a limit on what medications are covered—the press had a field day after it was revealed that Viagra, at \$8 per dose, is fourth on the list of drugs most often used by members of Local 234. \*

SEPTA has named Dwight Ferrell as its new chief officer, bus operations. Ferrell, who most recently served as senior VP-operations at Atlanta's MARTA, will oversee a fleet of 1,394 vehicles on 172 bus and trackless trolley routes.....SEPTA's

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## PHILADELPHIA EXPRESS

(Continued from Page 5)

Transit Police Department celebrated its 20<sup>th</sup> anniversary last month. During this period the department has grown from 60 to 248 officers.....SEPTA is asking for bids on body armor, presumably for its police force (not drivers).....Have you seen the new enamel direction signs in the center city concourse reading "Trolleys to West Philadelphia?" Apparently, SEPTA is defying the industry's more modern term "light rail vehicles."

Local Teamsters Union members have been picketing some businesses which advertise in Metro, the free newspaper available at SEPTA locations. They complain that Metro cancelled a Teamsters contract to distribute the paper in favor of a non-union firm.....The February 1 edition of Metro carried an update on the \$30-million program to replace half of SEPTA's escalators, and provide seven additional escalators. The \$2.5-million Phase I has been completed, with the installation of new escalators at the Margaret-Orthodox station on the Frankford el, the Juniper subway-surface station and the Olney Transportation Center. Phase II beginning last month will see new escalators at several Broad Street Line stations, plus two at Regional Rail's 30<sup>th</sup> Street Station.....SEPTA says it is ready to proceed with installation of computer kiosks at certain high-traffic locations, which will allow users to access AIRS (the Automated Information Retrieval System) for route and service information.....Upper Darby Township officials announced last month that they will cooperate with Millbourne Borough in a \$109,000 architectural study of the long-awaited Market Street Gateway Revitalization Project. The aim of this project is to make the 69<sup>th</sup> Street Terminal area more attractive to pedestrians, businesses and SEPTA riders.



# AMTRAK

In order to close what it calls the "rail investment gap," AMTRAK last month proposed a \$30-billion, 20-year plan to purchase new equipment, expand service and promote the development of new high-speed corridors in 11 pre-selected areas. The program would require a Federal investment of \$1.5 billion each year, which would pay for up to 221 locomotives, more than 2,000 new passenger and express cars and major track improvements (see Elbert Simon's **On The Scene** column for in-depth analysis). At present, the U.S. government dedicates less than one percent of all transportation spending to intercity rail, but this plan, if approved, would increase that to only 2.5 percent. Some 65 percent of the funds would be spent outside the Northeast Corridor, Amtrak said. The capital program was part of Amtrak's annual strategic business plan submitted to Congress and the Bush Administration, which projects average annual growth from Fiscal Year 2001 to FY 2005 of 4.7 percent in ridership, 8.7 percent in ticket revenues, 28.5 percent in mail and express volume and 8.1 percent in total revenues. Amtrak's mail and express revenues grew by 25 percent to \$122 million last year, and should reach \$400 million before 2010, Amtrak President George Warrington said. Since FY 1999, Amtrak has reduced Federal operating support from \$318 million to \$59 million this year.

AMTRAK submitted its ambitious plan just one day after the High Speed Rail Investment Act was reintroduced in the Senate, co-sponsored by more than half its members. The bill,

which passed the House last year but was not acted on in the Senate, would authorize Amtrak to issue \$12 billion in bonds over the next ten years to fund new and existing high-speed rail services, contingent upon a 20-percent match by the states.....In a January meeting in Washington, the U.S. Conference of Mayors called for improved and expanded rail systems. The president of the organization said that USCM would launch a bipartisan effort to convince President Bush and Congress that rail development should be a national priority. During the meeting, more than 200 mayors from across the country rode a special AMTRAK Acela Express to Baltimore and return.

We have a candidate for "Stupidity Award of the Year."

On January 26 a man from Elkton, MD (**not** an NRHS member) was photographing trains along AMTRAK's Northeast Corridor at Newark, DE. The problem was, he stood too close to the tracks, looking in one direction, when he was struck by a train coming from the opposite direction. His arm was severed by the train but he somehow survived. It was not reported what happened to his camera (*Weekly Rail Update*).....AMTRAK has begun assigning "quiet cars" on certain Metroliners, answering the complaints of passengers who want a haven from the seemingly constant clamor of cellular phones, pagers and computers. Currently, trains with quiet cars are Metroliners 106 and 107 as well as trains 151 and 170. "Amtrak is committed to brokering a peaceful coexistence between cell phone users and lovers of peace and quiet while aboard its trains," said NEC President Stan Bagley.

The partnership of AMTRAK and ExpressTrak has taken delivery of the first 109 refrigerated express cars in a planned 350-car fleet, to be used for transporting perishable commodities coast to coast in scheduled passenger trains. Each car is equipped with remotely-controlled refrigeration units and global positioning equipment for instant tracking and monitoring (*Railway Age*).....AMTRAK has selected the well-known firm Oglivy & Mather as its lead advertising and marketing agency.....AMTRAK will standardize its on-board announcements, which crew members will learn from a specially-produced booklet and CD (*Weekly Rail Update*).....The unsightly graffiti which has long defaced the west side of the High Line north of 30<sup>th</sup> Street Station has miraculously been removed. This is part of a cooperative effort between the City and the railroads.



# CSX NS OTHER ROADS

It didn't take long after Congressman Bud Shuster of Pennsylvania announced his retirement (see February Cinders) for NORFOLK SOUTHERN to reinstate its plan to close the huge ex-Pennsy. ex-CONRAIL carshop at Hollidaysburg, PA. NS attributed the closure, set for about September 1, 2001, to "changing economic conditions and excess capacity throughout the freight car repair industry," and said that the more than 300 employees would be given the "opportunity to follow their work to other (NS) locations" such as Roanoke, VA. As previously reported, NS revealed last fall that it planned to close the shop, but Shuster, who represented the district which includes Altoona and Hollidaysburg, and who at the time was chairman of the House Transportation & Infrastructure Committee, challenged the action and forced NS Chairman David Goode to back down. Now, with Shuster out of the way, NS will proceed with its original plan.

(Continued on Page 7)

## PHILADELPHIA EXPRESS

(Continued from Page 6)

CSX will spend about \$800 million on capital projects this year, a reduction of \$100 million from its 2000 budget. It plans no locomotive purchases but will target some \$50 million for track improvements such as installation of new rail and some three million ties (75,000 of which will be concrete). Double tracking is planned in some high-traffic areas, including the Philadelphia mainline near Chester, PA where a second track is being laid down.....A. R. ("Pete") Carpenter has announced his retirement as vice chairman of CSX Corp. He began his 38-year railroad career as a brakeman for the old Louisville & Nashville in 1962, rising to become president & CEO of CSX Transportation in 1992 and to vice chairman of the holding company in 1999.....For the full year of 2000 CSX reported net income of \$186 million versus \$32 million in 1999, an operating revenues of \$8.2 billion and \$10.4 billion respectively. These figures include CSXT and other subsidiaries such as CSX Intermodal, and the 1999 figures also reflect revenues from the Sea-Land international container business which was sold last year.

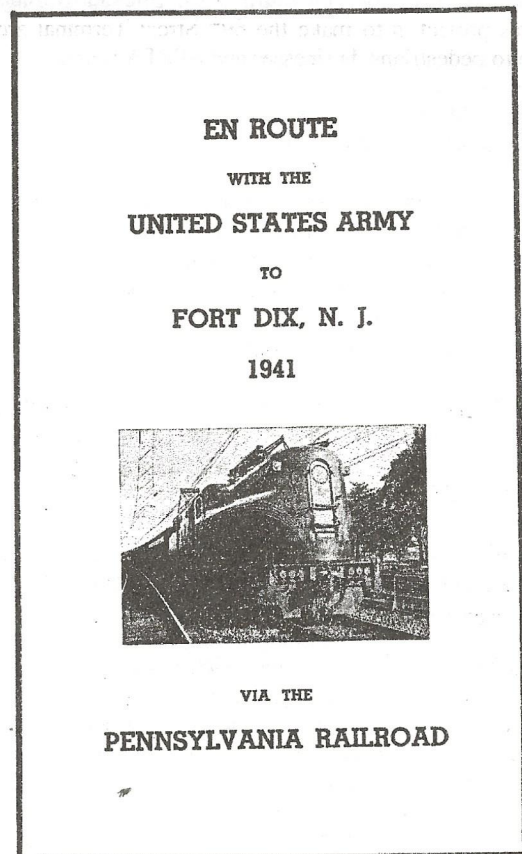
"Is post-CONRAIL working?" read the headline in the February 12 issue of Traffic World Magazine. The Surface Transportation Board, which is charged with monitoring the takeover of Conrail by CSX and NORFOLK SOUTHERN, reports that the two carriers have "substantially resolved their transitional operational and service problems," and are in the process of successfully integrating their respective portions of Conrail. But some shippers disagree, the magazine quoting one who said "service is lousy..." STB issued its first annual report on the status of the Conrail acquisition and will issue further oversight reports in each of the next four years.....The U. S. Postal Service spends about \$4.3 billion annually on transportation--\$2.1 billion going for air service, \$1.9 billion for trucking but only \$277 million on the railroads (*Traffic World*).....Remember that 23-year-old man who was convicted of using his car to shove his ex-girlfriend's automobile into the side of a moving NS freight train last April in Sinking Spring, PA? He's now been sentenced to 20 to 40 years in prison for each of four counts of third-degree murder.

The NJ TRANSIT board has approved a \$1.13-billion capital program for the upcoming Fiscal Year 2002, the largest such program in the agency's 20-year history (*Railpace*).....Chapter Member Don Riegel informs us that NJT has no intention of releasing its PCC cars for immediate sale after they are retired this year from the Newark City Subway. In January, we reported that San Francisco's MUNI was trying to purchase the half-century-old cars, but in fact Muni was turned down by NJT.....Canadian Pacific Ltd. announced last month that it plans to convert five subsidiaries into separately-traded companies. CANADIAN PACIFIC RAILWAY, CP Ships and others will be spun off to shareholders, leaving the parent corporation with one principal business—its hotels. The plan "is designed to maximize value for CP shareholders by unlocking the current value of CP's businesses" (*Weekly Rail Update*).

All three of the ex-CONRAIL E8A locomotives should now be in the possession of Philadelphia's JUNIATA TERMINAL COMPANY (see February *Cinders*). Juniata Terminal Owner Bennett Levin wrote an interesting editorial on this subject, which is posted on the "Railway Preservation News" website at

<http://64.225.91.166/rypn.htm>. In it he states his reasons for leaving #4022 is its Conrail livery and number rather than repainting it in its original Erie Railroad colors as #833.....The Ohio newsletter *Ties & Tracks* reports that former Pennsy business car Philadelphia 180 arrived at Camp Atterbury, IN on a flatbed truck. The sad-looking car had been rescued from a junkyard by Bennett Levin, who needed its trucks as spares for his own private cars. He then donated the carbody to Camp Atterbury in memory of former PRR President William Wallace Atterbury, who had used #180 as his personal car.

Onetime Democratic Congressman Norman Y. Mineta of California was confirmed in January as the new secretary of transportation. Mineta, who served as commerce secretary in President Clinton's cabinet, is the only holdover from the previous Administration and the only Democrat in the Bush cabinet. While Mineta said his exposure to railroad issues has been minimal, he said that he understands the plight of "captive shippers" and how just "one set of tracks" may serve an industrial plant (*Traffic World*).....O. Winston Link, who was possibly the best-known (to the outside world) rail photographer of the 20<sup>th</sup> Century, died January 30 in Mount Kisco, NY, at age 86.....Montgomery County is moving to condemn property along the old Reading Perkiomen branch for a hiking-biking trail. Meanwhile, PennDOT has not yet begun work on the Radnor trail in Delaware County, which would use a long-abandoned P&W right-of-way. "NIMBY" opponents threaten to "litigate it to death.".....PATCO has named Consultant Thomas Hickey as its new general manager, replacing Robert Schwab who resigned last year. Hickey formerly worked for SEPTA and DelDOT.



(from a 1941 PRR folder. The inside and rear sheets will be found on Page 10)

## ON THE SCENE (Continued from Page 4)

Just what chances Amtrak has of pulling all of this off is certainly difficult to predict. The railroad has many friends, but also has its share of enemies when it comes to funding decisions. But, this program presents Amtrak's vision for its future as the railroad tries to make its case for additional funding in a period of increasing travel congestion nationwide.

Looking at its Fiscal Year 2000 results, Amtrak cited numerous improvements, including the introduction of the **Lake Country Limited** between Chicago and Janesville, WI; additional service on the San Joaquin, Capitol and Cascade routes in the West; introduction of electrified service between New Haven and Boston; rebuilt one turbo trainset (though it's not yet in service) and launched its Service Guarantee Program.

Amtrak does, however, expect to run some \$119 million behind its original budget plan for Fiscal Year 2001, largely because of the delay in Acela Express introduction. Amtrak hopes to exercise better control over expenses and grow its business as well.

In some current equipment and operation news, Amtrak is expected to run a test train during March over the route of the proposed **Crescent Star**, with the train itself hopefully seeing a start later this year. The test train's schedule would show it departing Meridian, MS at 4:20 PM westbound, Jackson 6:45, Vicksburg 8:20, Monroe, LA 9:51, Ruston 10:44, Shreveport 12:55 AM, Jefferson, TX 2:04, Pittsburg 3:29, Sulphur Springs 4:32, Greenville 5:23, arriving Dallas at 7:34 AM. Eastbound, the train would depart Dallas at 6:00 PM, Greenville 8:26, Sulphur Springs 9:14, Pittsburgh 10:11, Jefferson 11:33, Shreveport, LA 1:00 AM, Ruston 2:31, Monroe 3:24, Vicksburg, MS 4:58, Jackson 6:33, arriving Meridian 9:53 AM.

Based on the above tentative schedule, crews would change at Shreveport. The diner from the **Crescent** will now run to Dallas and the lounge to New Orleans. Presumably, one of the two P40/P42 locomotives will run to Dallas and the other to New Orleans. An extra diner, Viewliner sleeper and four Amfleet II coaches will be required to operate this train.

The February 5 accident at CP290 interlocking near Syracuse, NY which saw Amtrak Train 286 rear-end CSX freight Q620 involved Amtrak F40's 414 and 411, and Amfleet I cars 48910, 21072, 21250, 21640 and 21003.

This season's Reno Fun Train is a Horizon trainset, with an early consist showing nine coaches, two dinettes and full dome 10030, powered by two F40's.

We mentioned the Palm Beach Safety Patrol special last issue. This special move requires a major commitment of crews as well as equipment. A Jacksonville-based crew deadheaded down to Miami the previous day on Train 91, took their rest, then operated the Special to Jacksonville on its first leg. A second Jacksonville crew took the train on to Florence, SC and deadheaded back, with that engineer only running to Savannah and deadheading back on Train 89. A Florence engineer deadheaded on Train 97 to Savannah (this person would have been taxied if Train 97 had been more than two hours late). At Savannah, toilets in the Horizon cars were pumped. Meanwhile, at Florence a local

crew boarded, with the train crew working through to Washington, and deadheading back on Train 89. The engineer, however, only went as far as Richmond (and a Richmond-based engineer ran the last leg to Washington). Similar arrangements would have been put in place for the return trip, with no other enroute stops scheduled.

In some motive power items, the latest AEM-7AC to be released is the 908 on January 26, 2001, with a rebuild plate indicating "1-01". Two EMD F40's leased to the Panama Canal Railway (and painted in owner Kansas City Southern passenger colors) have received new numbers. Amtrak 259 has become PCR 1856 and 313 is now 1857.

In some Amfleet items, even though the Capstone program has been generally suspended, several cars may be at Bear for at least some upgrades, with café 43009 and 48153 noted. Amfleet II lounge 28008-**Pittsburgh Club** has been restored to service from derailment damage.

Much speculation has been swirling about regarding the rather large collection of stored Superliners, mostly at Beech Grove. Apparently, six cars are considered beyond hope and will be retired, and will most likely include one sleeper, two coaches, one diner and two transition sleepers. Three cars, sleeper 32035, coach 34089 and diner 38020 arrived in Beech Grove in gondola cars, victims of the terrible collision of the **City of New Orleans** and a steel truck at Bourbonnais, IL, are included in the six cars above. Another 33 cars may be refurbished and returned to service over the next two years. During that time period, however, it regrettably is likely that more cars will incur accident damage and join the backshop list.

Amtrak has offered for sale four Heritage Slumbercoaches (2050, 2051, 2080 and 2081), two bedroom sleepers (2231, 2232) and two 10-6 sleepers (2467 and 2475). The Alaska Railroad, meanwhile, has acquired three Amtrak dome coaches and the same railroad acquired the nine Florida Fun Train cars.

Amtrak has issued guidelines to train crews for standardized announcements covering typical events in a "positive manner". For example, a derailment should be announced as a "track obstruction ahead" and "wires down" are to be announced as a "problem with overhead wires that power the train".

### NOTICE OF ANNUAL MEETING & ELECTION

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

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

MARIE K. EASTWOOD  
Secretary





**MARCH 17, 2000:** 20<sup>th</sup> 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): \$61 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:** 11<sup>th</sup> 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 "FNJRR&TM" to: Thomas C. Hellyer, 1720 Orchard Avenue, Trenton, NJ 08610-3212. For information, telephone Captain Bill McKelvey at 908-464-9335.

**MACRH 31:** Old Time Trolley Ride, using SEPTA PCC #2785, painted in 1950 PTC scheme, on West Philadelphia routes, sponsored by Rockhill Trolley Museum. Car departs SEPTA Elmwood depot 10 AM, returns about 2 PM. Fare: \$29.50 per person. Order tickets from: Railways to Yesterday, Inc., P. O. Box 1601, Allentown, PA 18105. No tickets will be issued, and riders will be checked in morning of trip. For additional information, telephone 610-965-9028.

**APRIL 20:** Rededication of plaque originally presented to the Reading Company by Philadelphia Chapter, marking the 75<sup>th</sup> anniversary of Reading Terminal in 1968. Event will be held in Reading Terminal headhouse at 2 PM. See details elsewhere in this issue.

**APRIL 20-22:** NRHS spring directors meeting hosted by Philadelphia Chapter, at Airport Marriott Hotel, Philadelphia. Events include excursion and banquet, to which Chapter members are invited. See story elsewhere in this issue.

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

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

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

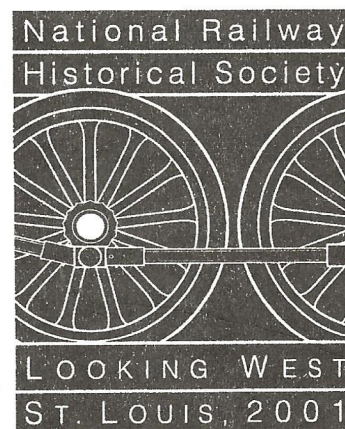
**MAY 12:** Railfan Day on Cape May Seashore Lines, including two complete round-trips between Cape May Court House and Cape May, NJ using two-car RDC train. Photo stops will be made and a night photo session scheduled. First trip departs Fairgrounds station, Cape May Court House, at 10 AM. Fare for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

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

**MAY 18:** Armed Forces Day excursion from Steamtown National Historic Site, Scranton, PA, to annual open house at Tobyhanna Army Depot, Tobyhanna, PA. For tickets and information, telephone 888-693-9391 (Steamtown website at [www.nps.gov/stea](http://www.nps.gov/stea)).

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

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



# NRHS Directors Meeting

(Continued from Page 1)

place at which Philadelphia Chapter's bronze plaque commemorating the 75<sup>th</sup> anniversary of Reading Terminal will be unveiled on the street level of the headhouse. Final schedule in April *Cinders*.

**6:15 PM** Philadelphia Chapter's regular monthly dinner and meeting, which may be relocated to the Airport Marriott Hotel.

**Saturday, April 21**

**9:00 AM** SEPTA Light Rail charter will leave 30<sup>th</sup> Street subway-surface station (**EASTBOUND PLATFORM**). Trip will cover West Philadelphia lines and end about 2 PM.

**9:30 AM**

Walking tour of downtown Philadelphia will leave Airport Marriott Hotel on SEPTA R1 Airport train. Tour will include Lord & Taylor (Wanamaker's) organ recital at 11:15 AM, Reading Terminal Market, and Old City historic sites. Tour is alternate activity to SEPTA trip.

**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. Banquet prices: prime rib of beef dinner, \$43; Chicken Marsala, \$36.

**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.

STATION	Miles from New York	
<i>New York, N. Y., Penna. Station</i>	0.0	
It is inspiring that you, in entering the service of your country, are today following the footsteps of other patriots who likewise discharged their responsibilities as loyal citizens in terms of militant patriotism. Your route from New York to Fort Dix, generally, parallels the old colonial stage roads which played important roles in our early history.		
Your train is leaving Pennsylvania Station, which was completed in 1910 and which has been used since that time, by more than a billion and a quarter passengers. Twin tubes of steel and concrete are used by Pennsylvania trains, laid 70 feet below the surface of the Hudson River. From the Bergen portal in New Jersey, the Pennsylvania line extends about 5 miles over the Hackensack River and Meadows and along the north bank of the Passaic River which it crosses just before entering Newark Station.		
<i>Newark, N. J.</i>	10	
Newark, one of the busiest manufacturing cities in the United States, lies along the Passaic River. Its history as a settlement goes back nearly 275 years and it was occupied by both American and British troops during the Revolution. It was the home of the famous Civil War General, Phil Kearny, after whom the neighboring town of Kearny is named.		
<i>Elizabeth, N. J.</i>	15.5	
This city, settled in 1664 as Elizabeth Town, boasts an old Inn where General Washington stopped on his way to New York for his inauguration. It was the home of General Winfield Scott, hero of the Mexican War and General-in-Chief of the Army at the start of the Civil War.		
<i>Rahway, N. J.</i>	20.8	
This locality was the scene of the Battle of Ash Swamp, 1777. Rahway is the junction point with the line of the Pennsylvania to upper New Jersey seashore resorts.		
<i>Menlo Park, N. J.</i>	25.4	
To the right of the tracks may be seen a tower shaped like an incandescent electric globe marking the site of the former laboratory of Thomas A. Edison.		
<i>New Brunswick, N. J.</i>	32.7	
In 1777, New Brunswick was the winter headquarters of Cornwallis and the British Army, following the British defeat at Princeton. To the right of the train is located Rutgers University.		
<i>Monmouth Junction, N. J.</i>	42.4	
This town borders the territory made famous by Washington's important victory over the British at the Battle of Monmouth, June 28, 1778. It was during this battle that Molly Pitcher won her fame.		
<i>Princeton Junction, N. J.</i>	48.4	
Three miles to the right lies Princeton, which was the site of the Battle of Princeton, January 3, 1777, and where is located Princeton University, whose towers may be seen from the train.		
<i>Trenton, N. J.</i>	58.1	
Settled in 1714, it is the capital of the State of New Jersey, and is the site of Washington's defeat of the Hessians after he crossed the Delaware River on the night of December 25, 1776.		
<i>Bordentown, N. J.</i>	64.2	
From Trenton, the Delaware and Raritan Canal parallels the railroad to Bordentown, which was settled in 1682 and, during the early years of the Revolution, was occupied by a Hessian garrison. In 1778, the townspeople prepared powder kegs to be exploded by clockwork mechanism which they floated against the British Fleet in the Delaware. Joseph Bonaparte, brother of Napoleon and king of Spain, fled here in exile, and for a time the town was called "New Spain".		
<i>Fort Dix, N. J.</i>	79.5	



**SERVING THE NATION**

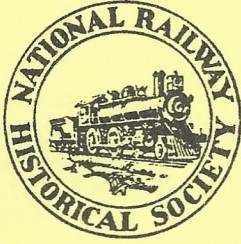
Pennsylvania Railroad's fine fleets between New York, Philadelphia, Washington and principal Mid-West cities, provide passenger service of outstanding luxury and convenience for all at low rail and Pullman fares.

With connections at Chicago, St. Louis, Cincinnati and other "gateway" cities to Western and Southern points . . . the Pennsylvania's passenger fleets truly serve the Nation.

**NEW YORK—PHILADELPHIA—WASHINGTON**

40 all-electric trains daily between New York and Washington (96 between New York and Philadelphia) . . . led by The Congressional . . . 226 miles in 215 minutes.

(Above is shown the inside and rear cover of a 1941 Pennsylvania Railroad folder which obviously was handed out to soldiers enroute to Fort Dix, NJ from New York's Penn Station for induction during World War II. The cover is shown on Page 7)



**Philadelphia Chapter, NRHS  
Spring, 2001 NRHS Board of Directors Meeting  
April 20-22, 2001**

**EVENT ORDER FORM**

**SPECIAL NOTICE TO PHILADELPHIA CHAPTER, NRHS MEMBERS**

Philadelphia Chapter members are cordially invited to participate in the events of the NRHS Spring Board of Directors' Meeting, being held April 20-22 at the Philadelphia Airport Marriott Hotel. Please read ALL instructions on this Order Form prior to submitting. THIS FORM TO BE SENT TO PO BOX 353, HUNTINGDON VALLEY, PA 19006-0353.

Because of limited capacity on the SEPTA West Philadelphia light rail charter on Saturday, April 21, **PREFERENCE IS GIVEN TO NATIONAL DIRECTORS** ordering tickets for this event. If space remains after April 1, the National ordering deadline, tickets will be made available to Chapter members. You may indicate your order on the form below, **BUT DO NOT SEND MONEY FOR THE SEPTA TRIP**. You will be contacted if you have a ticket, and your fare will be collected on the day of the trip.

National directors are being asked to purchase a SEPTA TransPass to get to downtown events. Chapter members are responsible for their own individual transportation to starting points for events not at the Philadelphia Airport Marriott Hotel.

------(Clip and Mail)-----

**SPRING, 2000 NRHS DIRECTORS MEETING ( DO NOT SEND THIS ORDER FORM TO PO BOX 7302 )**  
**PO BOX 353**  
**HUNTINGDON VALLEY PA 19006-0353**

I wish to participate in the following events connected with the Spring, 2001 NRHS Directors meeting in Philadelphia:

	<u>QUANTITY</u>	<u>AMOUNT</u>
<b>FRIDAY, APRIL 20, 2001</b>		
Open House at NRHS National Office and Rededication of Reading Terminal Plaque, plus Tour of Pennsylvania Convention Center, 12 <sup>th</sup> & Market Streets headhouse entrance (NRHS office open 11 AM- 3 PM; Ceremony at 12 <sup>th</sup> & Market Streets 2 PM)	_____	No Charge
<b>SATURDAY, APRIL 21, 2001</b>		
SEPTA West Philadelphia Light Rail Trip with Peter Witt #8534 and PCC #2732 – leaves 30 <sup>th</sup> Street subway-surface station (EASTBOUND PLATFORM) 9:00 AM, covering available trackage – trip ends about 2:00 PM FARE -- \$22.00	_____	SEND NO MONEY
Walking Tour of Center City and Historic Old City Philadelphia (starts at Market East Station at 10:15 AM)	_____	No Charge
Spring, 2000 Directors Banquet – Philadelphia Airport Marriott Hotel – Cocktail hour 6:00 PM; Dinner 7:00 PM – Speaker: SEPTA General Manager John K. Leary, Jr. <u>DINNER CHOICE:</u> ROASTED PRIME RIB OF BEEF AU JUS - \$43.00	_____	\$ _____
GRILLED CHICKEN BREAST NAPA VALLEY - \$36.00	_____	\$ _____
<b>TOTAL ENCLOSED (Payable to PHILADELPHIA CHAPTER, NRHS)</b>		\$ _____

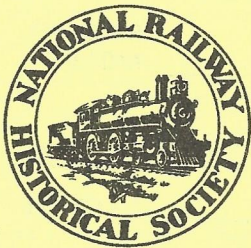
Name \_\_\_\_\_ Telephone Number: \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP Code \_\_\_\_\_ - \_\_\_\_\_

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