

CYNDERS

MAY 2001



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Volume 62

Newsletter of the

Number 5

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

SEPTA to Boost Fares July 1

In late March, the day after a contract settlement with the Transport Workers Union was announced, SEPTA Chairman Pasquale ("Pat") Deon warned riders that higher fares were in their future. He took pains not to blame the new labor agreement for the increase, which will be SEPTA's first since January 1995. During those six years the Consumer Price Index has risen 14.2 percent and medical costs in the Philadelphia area have gone up by 53 percent. SEPTA "can no longer ignore escalating costs," said General Manager John K. Leary, Jr.

Details of the new fare structure were revealed on April 5. With an effective date of July 1, the change will coincide with the start of Fiscal Year 2002. Included in the proposal are a boost in the cash fare from \$1.60 to \$1.90, tokens from \$1.15 to \$1.30, transfers from 40 cents to 60 cents, weekly TransPasses from \$17.25 to \$18.75 and monthly TransPasses from \$64 to \$70. There would be increases of 50 cents in Regional Rail fares and an average 15-percent hike in weekly and monthly TrailPasses. The average increase for transit riders works out to be 11.4 percent and for Regional Rail passengers 12.7 percent, but the average pass will go up only about nine percent.

The increases are needed, SEPTA said, to fill a gaping \$32-million hole in its FY 2002 operating budget. This is caused by a doubling of fuel prices, a \$14-million jump in labor costs as a result of the new contract, \$15.6 million more in prescription and medical costs and a \$5-million hike in paratransit costs. But only 15 percent of riders pay the cash fare, and SEPTA expects that many token and transfer users will shift to discounted TransPasses. "We want people to beat the fare increase," Leary said. "We want them to go to weekly and monthly passes."

Among the few goodies in the plan is the proposal to convert all Regional Rail stops on the R6-Cynwyd, R7-Chestnut Hill East and R8-Chestnut Hill West/Fox Chase lines to Zone 1 stations, allowing use of TransPasses at all times. (TransPasses, however, still would not be accepted on R3, R5, R6-Norristown and R7-Trenton trains for travel beyond Zone 1, except on weekends.) DayPasses are to be accepted for travel on the Suburban Transit Division as well, and there will be a reduction in the number of suburban fare zones. Parking lot fees will not increase.

SEPTA was criticized in the press and by advocacy groups for its failure to implement the recommendations contained in recent consultant studies. Last year, SEPTA spent more than

MEETING NOTICE:

FRIDAY EVENING, MAY 18, 2001

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

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

Our May 18, 2001 meeting will feature Chapter Editor Larry Eastwood with a narrated slide program on his recent trip across Canada on VIA Rail Canada's **Canadian**. Larry made this journey with four members of Harrisburg Chapter, NRHS during the middle of March, making a fast round-trip during a time period when there was still plenty of snow on the ground. Come out and enjoy a trip on one of the last complete stainless streamliners of the 1950's as we ride across the prairies and through the Rockies of Canada.

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, MAY 15, 2001** to Dinner Chairman Bill Gardiner at 215-632-7016. This is a **STRICT** deadline, and you **MUST** specify when ordering if you desire a fish dinner. Please call Bill Gardiner with your reservation. **No-shows will be responsible for payment for meals ordered!**

Come out and join us on Friday, May 18, as we enjoy the scenery from the dome and observation car of VIA's **Canadian**.

\$900,000 to explore various ways to increase ridership, simplify the current puzzling fare structure and streamline its fare collection system. But SEPTA responded that there was no time to make these complex changes. Also unhappy was the Philadelphia School District, which vowed to fight SEPTA's plan to raise the cost of tokens which are sold to students at a discounted price.

Public hearings on the fare proposal are scheduled in all five counties between May 7 and May 16, with action by the SEPTA board likely in late June. The Philadelphia hearings will be held in the Pennsylvania Convention Center's Grand Hall (former Reading trainshed) on May 16, beginning at 10:30 AM and 5 PM.

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

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

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

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

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

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

**NOTICE OF ANNUAL MEETING
AND 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, May 18, 2001, beginning at 7:30 PM. *This activity was postponed from the April 20, 2001 meeting because of the National Directors' meeting program in Philadelphia.*

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 May 18 meeting, or may express their desire to the Chairman of the Nominating Committee, C. Bruce Irvin, 116 Linden Drive, New Holland, PA 17557-9490 (telephone 717-355-6713).

MARIE K. EASTWOOD
Secretary

**NRHS Directors Come to Philadelphia;
Events are Successful**

For the first time since November 1984, the NRHS Board of Directors convened in Philadelphia the weekend of April 20-22, with the activities hosted by Philadelphia Chapter and held at the Philadelphia Airport Marriott Hotel.

Sixty-six National officers and directors registered for the event, and there were numerous activities available in addition to the normal business meetings of the Society.

On Friday morning, the regional vice presidents met to discuss various business matters. The meeting was chaired by Eastern Region Vice President John Sweigart. The RVP in whose region the meeting is held is automatically the chair of that particular meeting. The RVP's serve as a conduit between the chapters of the Society and the National officers, providing input from their chapters as well as the collective thoughts of their years of experience holding various NRHS offices.

Late on Friday morning, many directors visited the NRHS headquarters and library on the 12th floor of the Robert Morris Building at 17th & Arch Street. A large percentage had never been to this facility, and they were able to see the vast collection of books, timetables, ephemera as well as the *National Railway Bulletin* office, in addition to meeting NRHS Office Manager Lynn Burshtin. A number of Philadelphia Chapter members who regularly serve as volunteers in the NRHS office were on hand to guide the directors through the office. Most directors came away impressed with the vastness of our collection, and with an appreciation of the research done by the volunteers. In 2000, more than 1,400 research inquiries were answered.

At 2 PM on Friday at a ceremony inside the Market Street entrance to the former Reading Terminal headhouse, many of the directors witnessed the rededication of the plaque presented by Philadelphia Chapter to the Reading Company on the occasion of the 75th anniversary of Reading Terminal in December, 1968. NRHS Senior Vice President Larry Eastwood and Pennsylvania Convention Center Authority President & CEO Robert J. Butera were the principal speakers at the event. They were assisted in the formal unveiling of the remounted plaque by NRHS President Gregory P. Molloy and PCCA Vice President, Facilities Patrick J. Walsh. Most Philadelphia television stations covered the event,

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NRHS Dues to Increase in 2002

NRHS National dues will increase from \$17 to \$20 annually for persons affiliated with a chapter, effective with the 2002 membership year. Dues for associate members will rise from \$18 to \$21, and family memberships will increase from \$2 to \$3. This action was approved by the NRHS directors during their April 22 meeting at the Philadelphia Airport Marriott Hotel, hosted by Philadelphia Chapter.

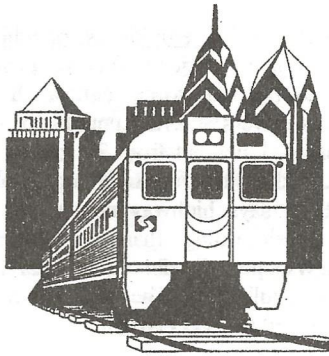
Dues were last raised in 1997. The 2002 increase is needed to meet the higher costs of managing the Society as well as to continue such programs as RailCamp and the Railway Heritage Grants.

Whether Philadelphia Chapter's local dues will be increased from the present \$14 will be decided later this year by the Chapter's board of directors. Comments from the membership will be appreciated.

PHILADELPHIA



FRANK G. TATNALL, JR.



SEPTA REGIONAL RAIL

We thought we had a winner of the "Stupidity Award of the Year" when that photographer was clipped by an AMTRAK train at Newark, DE in January (see February *Cinders*). But now we have another entry—though posthumously. On April 17 a 15-year-old Malvern boy was walking in the gauge of the #1 track on AMTRAK's Harrisburg mainline west of Paoli, with the current of traffic, listening to music with headphones over his ears! Predictably, he was struck and killed by a SEPTA train, #584, enroute from Thorndale.....On April 11 SEPTA's restored Lansdale station was honored with an Outstanding Award for Excellence by the Montgomery County Planning Commission. A formal rededication of the station and adjoining plaza will be scheduled for later this year.

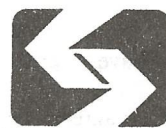
SEPTA plans to install state-of-the-art control equipment in its 231 General Electric Silverliner IV MU's. The 25-year-old cars will be fitted with a new microprocessor-based propulsion control system, but the existing traction motors, rectifiers and other heavy equipment will be retained. The project, expected to cost \$24 million (\$100,000 per car), will extend the fleet's operating life by at least 20 years. The work is to be done at Wayne electric shop after completion of the present interior refurbishing program, which still has 90 cars to go.....SEPTA is now planning to acquire 102 new "Silverliner V" MU cars, which will have two sets of doors in the center but no side doors in the cab, due to new Federal Railroad Administration rules on carbody strength. The cars will seat 100 passengers with 3-2 seating in the end sections and 2-2 between the doors. These cars will replace the earlier Budd and St. Louis-built Silverliners. The GE cars will have their couplers replaced to be compatible with the new equipment.

Effective April 29, SEPTA reissued all of its Regional Rail timetables except for the R8 Chestnut Hill West/Fox Chase. Adjustments are made in the R2 Wilmington/Newark and R7 Trenton schedules in response to changes in AMTRAK's Acela Express schedules. A new R5 train, #9597, will leave Suburban Station at 5:43 AM for Paoli-Thorndale, to accommodate early reverse commuters. A push-pull set is now assigned to R3 Media trains #9340/9365, because the Bombardier sets are still restricted on West Trenton.....The Chestnut Hill West Line will have its weekday service cut from 30 to 60-minute headways effective June

4 due to a trackwork project, and the timetable will be reissued at that time.

Restoration work continues at the historic Strafford and Radnor stations on the R5 Paoli-Thorndale line. At Strafford, the 125-year-old building looks magnificent as the exterior woodwork and painting appear to be complete, and the new concrete platforms are in partial use. Work continues on the outbound shed. At Radnor, a fall completion is now promised on the main building, but the dilapidated wooden shed on the inbound side has been removed. Progress on the long-delayed Overbrook project seems to be advancing at a snail's pace, with no definite completion date in prospect.....The four-year, \$30-million Suburban Station Renovations Project has begun, most visibly with construction of a new entrance at 15th & Market Streets. Ventilation work is also underway on the platform level.

SEPTA and NORFOLK SOUTHERN reportedly have reached an understanding on how to proceed with the commuter rail proposal between Philadelphia and Reading. SEPTA has extended the contract with Urban Engineers for consulting services on the Schuylkill Valley Metro project until September 30.....Those electronic train information signs on the Upper Level of 30th Street Station are now in full operation, but someone in the control center must still input information on train delays. Otherwise, if a train does not arrive before its scheduled departure it disappears from the sign.....The new elevators are also in service to the Upper Level platforms.....Track and catenary work continues on the R3 Neshaminy Line between Jenkintown and Neshaminy Falls, resulting in some single-track operation in the area.....A new \$1.3-million, 100-space parking lot has been opened at Spring Mill station on the R6 Norristown Line, along with platform improvements.....SEPTA plans a promotional campaign to build ridership on the R7 Trenton and R3 West Trenton Lines when reconstruction work begins on nearby highway I-95.



SEPTA TRANSIT

SEPTA will hold public hearings this month on its two budget proposals for Fiscal Year 2002. The \$822-million operating budget is \$36 million higher than current levels, and is to be paid for through anticipated revenues of \$422 million and subsidies of \$400 million. The revenue estimate takes into account the fare increase proposed for July 1, the start of the new fiscal year. Hearings are scheduled in all five SEPTA counties between May 7 and 16, with action by the board expected in late June (see story elsewhere in this issue). The capital budget, which at this writing had not yet been fully developed, will be the subject of two hearings on May 22 (11 AM and 5 PM) to be held in the boardroom at SEPTA headquarters in Philadelphia.

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Several major construction projects are underway on the City Transit Division. Starting April 22, SEPTA will replace 8,000 feet of 50-year-old track and specialwork on Lancaster Avenue between 36th & 38th Streets, forcing the diversion of Route 10 trolleys to the 40th & Market subway station. Then, from June 17 to September 1, work will shift to the section between 44th and 48th Streets as the entire route is bused between 63rd & Malvern and the 33rd Street subway-surface station. A surplus of buses due to lighter summer schedules makes this operation feasible.....Construction started last month on the Girard Avenue Light Rail Project, as crews replaced the old Route 15 track on the bridge between Richmond Street and Aramingo Avenue. In connection with this work, electric power has been shut down over the entire length of Route 15 (and a section of Route 23), meaning that cars can no longer be moved by rail over the Schuylkill River bridge. SEPTA has issued a request for proposals to rebuild 18 PCC cars—currently stored at Luzerne depot—for service on the new Girard Avenue line.

For three weeks in April and early May, SEPTA closed a block of Bridge Street to allow construction to proceed on the new Frankford Transportation Center. During this period SEPTA replaced the trackless trolley wires in the area of Frankford depot, and buses were substituted on trackless Routes 59, 66 and 75. The new terminal building is scheduled to open in the summer of 2003.....SEPTA has selected the firm of Sverdrup Civil, Inc. to manage the \$420-million reconstruction of the Market Street elevated, to be completed in 2006. A special name and logo will be adopted. On five weekends through May 19-20, the el is shut down for installation work on a new signal and communications system. Shuttle buses run between 15th Street and 69th Street Terminal.....In a \$7.5-million project, SEPTA will modernize the Walnut-Locust station on the Broad Street subway over the next two years. Elevators will be installed between street level and concourse and between concourse and the platforms, to make Walnut-Locust the first subway station in center city to be fully accessible. The station was opened in 1928.....SEPTA has installed steel supports to allow the Route 11 trolley wire to be raised to 22 feet over the famous grade crossing with CSX's mainline at 6th & Main in Darby. But CSX, which wants higher clearances for double-stack container trains, has apparently deferred work on the project.

Two of SEPTA's transit unions have overwhelmingly ratified new three-year contracts with SEPTA. Members of Transport Workers Union Local 234 ratified the agreement reached March 20, covering City Transit Division employees, and with SEPTA Suburban Division mechanics represented by Local 234. The 282 members of United Transportation Union Local 1594 also approved an agreement reached April 1, averting a strike at the former Red Arrow Victory District. But 180 bus drivers and mechanics at the Frontier District, also members of TWU Local 234, rejected a proposed contract. Negotiations continue with no interruption in service. The SEPTA board was expected to approve the completed agreements at its April 26 meeting.

SEPTA stirred up some controversy last month with its announcement that it will try to reduce its out-of-control paratransit costs by requiring disabled passengers to prove that they require door-to-door service. In order to qualify, users would have to undergo physical testing at one of three area hospitals to

see if they are capable of using wheelchair-equipped buses on regular routes. SEPTA says that each paratransit ride costs the agency \$24 but disabled riders pay only \$2.50. By contrast, senior citizens pay \$2.85 but SEPTA is reimbursed for the balance out of State Lottery funds.....SEPTA ridership in March was 2.3 percent below budget, and passenger revenues for the month of \$28.2 million were 4.8 percent below budget. Both the threatened transit strike and bad weather were to blame, SEPTA said, and even travel to the Philadelphia Flower Show was off 15 percent from the previous year.

SEPTA now has a total of 9,250 employees, of which 1,537 hold supervisory and management positions. The proposed operating budget would add 80 to the workforce, almost all of them in operating jobs such as bus drivers.....Annual trips on U. S. mass transit systems increased 21 percent from 7.8 billion in 1995 to 9.4 billion in 2000, according to the American Public Transportation Association. APTA says highway congestion is causing a faster increase in transit riding than in highway travel.....Metro, the free newspaper distributed at SEPTA locations, has been in business for a full year. The publisher says average weekday circulation is now 130,000 (DVARP).

SEPTA has closed the south concourse entrance to City Hall station on the Broad Street subway, which it refers to as "South Penn Square".....At 5 PM on Monday, April 23, a piece of rusted steel fell from the eastbound platform at 8th Street station of the Market-Frankford Line, striking the third rail. The rail burned through, causing a lot of smoke and forcing a halt to subway service for over an hour. Shuttle buses were pressed into service around the site.....SEPTA has painted a wrap-around Phillies design on a Route C bus serving Veterans Stadium.....A 71-year-old woman was struck and killed by an eastbound Route 102 trolley March 31 on Garrett Road in Upper Darby, after she got off the trolley and walked directly in front of it.



AMTRAK

The maximum permissible speed for AMTRAK's new Acela Express trains on the Mid-Atlantic Division between Morrisville, PA and Washington, DC is 125 mph, generally the same as for the present Amfleet trains. In certain locations, however, the HST's (high-speed trains) with their tilt mechanisms are allowed 125 mph while other trains are restricted to 110. Only on the New Haven-Boston line can the HST's operate at 150-mph speed.....AMTRAK announced that it will not issue a spring 2001 Northeast Corridor timetable booklet because of the many changes expected in Acela Express service. Instead, it will issue card and wallet-size timetables beginning April 29.

AMTRAK expanded its "quiet-car" service to 16 more Corridor trains, effective April 1. The popular cars offer a refuge from the loud conversations of cell phone users and the noise of other electronic devices.....AMTRAK is now distributing its bimonthly on-board magazine *Arrive* on Northeast Corridor trains.....Fifty-one Senators are co-sponsoring the new \$12-billion, ten-year High Speed Rail Investment Act. If Congress approves the bill and President Bush signs it, Amtrak would be authorized to sell bonds for high-speed projects in designated corridors, with the bondholders receiving Federal tax credits rather

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than interest payments. The present legislation provides an additional \$2 billion over the bill that died in the last Congress. A 20-percent state match and contracts with the affected freight railroads would be required (NARP).



CSX NS OTHER ROADS

NORFOLK SOUTHERN reported a big improvement in its first quarter earnings, with net income of \$61 million on revenues of \$1.54 billion, compared with net income of \$14 million on revenues of \$1.51 billion in the first quarter of 2000. In addition, the railroad reported a one-time gain of \$13 million in 2001 from the sale of its subsidiary North American Van Lines. NS common stock closed at \$16 per share in late April, up from \$13 at the beginning of the year.....NS has hired a Princeton, NJ-based consulting firm to help overhaul its carload operations by placing the emphasis "not on trains and schedules but on terminals and car handling." NS thinks that it can save money and improve service with this change in strategy (*Traffic World*).....NS has decided to defer the installation of a centralized traffic control system on the former CONRAIL Harrisburg and Reading Lines between Harrisburg and Reading. The CTC project between Reading and Philadelphia also has been postponed pending final agreement with SEPTA on the MetroRail project (Pottstown & Reading Chapter).

Meanwhile, CSX did not do as well in the first quarter, reporting a 20-percent decline in first quarter earnings. Net income dropped to \$20 million from \$25 million in the year-earlier period. Revenues fell 0.4 percent to \$2.03 billion. CSX's stock price stood at \$33.38 in late April, which is near its high in 2000.....CSX brought its handsome office car special to Philadelphia March 25-26, after which it headed north to Albany. The 13-car train returned a few days later bound for Augusta, GA and the Masters golf tournament.....CONRAIL #2943, the GP38 which received the special paint scheme commemorating Conrail's 25th anniversary (see April *Cinders*), was damaged in a collision at Morrisville yard, and the 30-year-old unit may be retired.....Timothy T. O'Toole resigned as president of the CONRAIL Shared Assets organization, jointly owned by CSX and NS. Replacing him is Gregory R. Weber, formerly vice president & treasurer of CSX Corp., whose apparent mission is to downsize the Conrail staff.

The 54-car Ringling Bros. and Barnum & Bailey Red Unit circus train moved from New York to South Philadelphia on April 16 behind CSX CW40-8 locomotives 7300 and 7305. The show played at the First Union Spectrum April 18-29, after which the train was to head north for Providence, RI. It will be back in the area for shows at Hershey May 30-June 3 and Wilkes-Barre June 6-10.....Railroads, coal producers and electric utilities breathed easier after President Bush in March reversed his campaign pledge to force power plants to reduce emissions of carbon dioxide. The Association of American Railroads commended Bush "for recognizing that carbon dioxide is not a pollutant under the Clean Air Act," but the President cited the

energy crisis in California as a major reason for his action. Railroads and the electric power industry had feared that mandatory controls would force the shutdown of many coal-fired generating plants. In 1999 coal accounted for 43.7 percent of all rail tonnage in the U.S. and 21.8 percent of revenues (*Railway Age*).

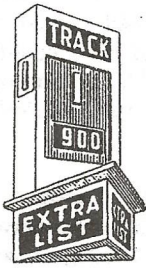
Construction is underway on the controversial South Jersey light rail system, which will extend for 34 miles between Camden and Trenton over former CONRAIL trackage recently purchased by NJ Transit. But the project suffered a setback on April 5 when an 800-ton steel span for the new bridge over Rancocas Creek in Riverside toppled off a barge and crashed into a construction area. Five workers were injured in the mishap. Full operations on the line, which will share the track with freight trains, is expected to begin in 2003.....NJT has taken delivery of a \$2.5-million, 60-foot-long track geometry inspection vehicle. Manufactured by Tamper, the state-of-the-art vehicle will be able to detect flaws in both track and catenary at speeds of up to 50 mph (*Railway Age*).....Currently there are 668,000 retirees from the railroad industry, and 165,000 active railroaders paying into the Railroad Retirement Fund, according to the Railroad Retirement Board. There is about \$20 billion in the fund, which is administered separately from Social Security.

The Franklin Institute last month temporarily retired its mammoth steam locomotive #60000, donated to the Institute by Baldwin Locomotive Works in 1933. The 60,000th locomotive built by Baldwin, the big engine will re-emerge this fall as the centerpiece of a new exhibit, and in addition to moving back and forth will be enhanced with the sounds of steam.....JUNIATA TERMINAL has sent its ex-CONRAIL NW2 #9251 to a railroad leasing company, and the unit has departed from JTFS's North Philadelphia shop.....One READING & NORTHERN freight train rear-ended another on March 28, seriously damaging former CONRAIL SD45-2 #3601. There were no injuries but 3601 likely will be cannibalized for parts to keep sister SD45-2 #3600 running (Pottstown & Reading Chapter).....As the serving railroad, R&N should benefit from the reopening of Lehigh Coal & Navigation's Greenwood breaker near Tamaqua, PA. A cash problem forced the shutdown of the anthracite-producing facility in February (Rick Bates).

Electric City Trolley Museum finally began streetcar operations last month out of its museum building at Steamtown in Scranton. Starting with ex-Red Arrow center-door car #76, service will be hourly 9:30 AM-4:30 PM Wednesday through Sunday.....The City of Wilmington has selected Parsons Brinckerhoff to perform preliminary engineering for a two-mile electric streetcar line in the downtown area (*Railway Age*).....WILMINGTON & WESTERN made the first through run to Hockessin, DE on March 17 after the line was rebuilt from damage inflicted by Hurricane Floyd in September 1999. Ex-Pennsy doodlebug #4662 was used. The official rededication of the line will occur on May 19 (*The Lantern*).

The Railroad Museum of Pennsylvania at Strasburg last month reopened its Second Floor Gallery with an exhibition of paintings by renowned Artist Grif Teller.....CANADIAN PACIFIC plans to continue operations as an independent railroad, a top official told the press in March. Parent Canadian Pacific, Ltd. announced in February that it will spin off five subsidiary companies including the railroad.....The ex-Pennsy station at Kennett Square, PA, more recently occupied by the defunct

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MAY 10-13, 2001: "Streetcars to the Centennial" exhibit of photos showing Philadelphia's public transportation in 1876, part of the 125th anniversary celebration of the Centennial Exposition, at Memorial Hall, North Concourse Drive, Fairmount Park. Artifacts from horsecar era also will be on display. Hours: Thursday 12 Noon-4 PM, Friday-Sunday 10 AM-4 PM. Admission free. For information, telephone Memorial Hall at 215-685-0090.

MAY 12: Railfan Day on Cape May Seashore Lines sponsored by Wilmington Chapter NRHS, 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, c/o 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 19: Saturday Armed Forces Day excursion from Steamtown National Historic Site, Scranton, PA, to annual open house at Tobyhanna Army Depot, Tobyhanna, PA (originally advertised for May 18). Train leaves Steamtown at 12 Noon. Fares: \$20 adults, \$10 children (under 12). For tickets and information, telephone 888-693-9391 (Steamtown website at www.nps.gov/stea).

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

MAY 29: West Jersey Chapter NRHS meeting 7:30 PM at Haddonfield Borough Hall on Kings Highway (within walking distance of PATCO Haddonfield station). Donald Herman will present program on New York Penn Station and Amtrak's new Acela Express trains.

JUNE 2-3: Annual Pennsy Days at Railroad Museum of Pennsylvania, Strasburg, Saturday 9 AM-5 PM, Sunday 12 Noon-5 PM, co-sponsored by Pennsylvania Railroad Technical & Historical Society. Special lectures, exhibits, memorabilia and tours of PRR equipment will be highlighted, and several noted railroad artists and authors will have their works available for sale. Special multi-media presentation Saturday at 10 AM by Dr. Charles Boas which will showcase the State's remarkable railroad engineering achievements, including Horseshoe Curve and Rockville Bridge. Regular admission charges apply. For information, telephone 717-687-8628 (museum website at www.rrmuseumpa.org).

JUNE 16: "Ma & Pa" Day at Railroad Museum of Pennsylvania, Strasburg, featuring dedication of Maryland &

Pennsylvania diesel locomotive #81. Regular admission charges apply. For information, see previous item.

JUNE 18-23: NRHS national convention at St. Louis, MO, sponsored by St. Louis Chapter. Several excursions and other activities are planned. Tickets may be ordered from: St. Louis Chapter NRHS, 2129 Barretts Station Road, PMB 271, St. Louis, MO 63131-1638, or by telephoning 314-839-2356 (12 Noon-3:30 PM and 7-9 PM Monday through Friday). For event updates and availabilities, visit the convention website at www.stlouisnrhs.org.

JUNE 23-JULY 1: "Day Out with Thomas" at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, featuring rides behind Thomas the Tank Engine. For information, telephone 410-752-2490 (museum website at www.borail.org).

JULY 6-8: Reading Railroad Days at Railroad Museum of Pennsylvania, Strasburg, co-sponsored by Reading Company Technical & Historical Society, Friday and Saturday 9 AM-5 PM, Sunday 12 Noon-5 PM. Displays of Reading memorabilia, tours of Reading equipment and a huge operating model railroad will be featured. Regular admission charges apply. For information, telephone 717-687-8628 (museum website at www.rrmuseumpa.org).

JULY 20: mixed freight train on Black River & Western Railroad, departing Ringoes, NJ at 10 AM. Train will operate to Three Bridges and return, performing freight switching enroute. Lunch available. Fare: \$25 per person (advance sales only). Order tickets from: Black River & Western Railroad, P. O. Box 323, Ringoes, NJ 08551-0323.

JULY 22-28: First session of RailCamp 2001 for high-school-age students interested in learning about railroads and rail preservation, at Steamtown National Historic Site, Scranton, PA. Program is co-sponsored by NRHS, the National Park Service and Steamtown, with support from Canadian Pacific Railway. Tuition is \$550 per student (limit 24 students). The second session will be held August 12-18 at Steamtown. For information, telephone Larry Eastwood at 215-947-5769.

AUGUST 17: Annual summer dinner of Philadelphia Chapter. Details will be published in the June issue of *Cinders*.

2002 NRHS Convention
Williams, Arizona
Hosted by Grand Canyon Chapter

PHILADELPHIA EXPRESS

(Continued from Page 5)

Delaware Valley Railway, has a new life as the borough's History Station. The structure, now leased from SEPTA, will house various artifacts and displays relating to the area. These include the Underground Railroad Center with exhibits of how Kennett Square served as a stop on the escape route for slaves before and during the Civil War (Paul Kutta).....President Bush has appointed Allan Rutter to replace Jolene Molitoris as head of the Federal Railroad Administration. Rutter had been a transportation advisor to Governor Bush and chairman of the Texas High Speed Rail Authority.....Bombardier's purchase of Adtranz for U.S. \$725 million was effective May 1. The carbuilding firm had been owned by DaimlerChrysler.



As *Cinders* for May is printed, Amtrak will mark its 30th anniversary. According to an Associate Press news release from April 30, the railroad operated 184 trains serving 314 stations when it began operations on May 1, 1971. Today, an average of 260 trains serves 512 stations on a daily basis.

Amtrak currently operates more than 22,000 route miles, with 730 miles of track owned by the railroad itself, mostly, of course, between Boston and Washington, with a stretch in Michigan. The five busiest stations on Amtrak are New York (8.4 billion boardings per year), Philadelphia (3.8 billion), Washington, DC (3.4 billion), Chicago (2.2 billion) and Newark, NJ (1.4 billion). Amtrak serves 45 states, missing only Alaska, Hawaii, Maine, South Dakota and Wyoming, with service to Maine hopefully starting sometime in 2002.

Amtrak began the next phase of its Acela Express enhancements on Sunday, April 29. The next phase-in is scheduled for July 9, so the Northeast Corridor is making due with card-type schedules, while the National timetable has been reissued. A check of Philadelphia's 30th Street Station on Monday, April 30 revealed no available Harrisburg schedules and the supposed Northeast timetables turned out to be only quickly assembled photocopies, certainly providing a level of confusion to passengers.

First among the latest changes is the addition of two more Acela Express trains. There are now seven sets in operation (Sets 5 through 11), with five scheduled and two in reserve. Weekday Acela Express service now looks like this: Boston-Washington: Train 2153 (6:12 AM), Train 2175 (5:12 PM); Boston-New York: Train 2155 (7:12 AM) and Train 2171 (3:12 PM). There is, too, the non-stop New York-Washington Train 2183, departing Penn Station 3:50 PM. This train has added Philadelphia as a stop. In the opposite direction, the following trains are carded: Washington-Boston: Train 2150 (5:00 AM) and Train 2170 (3:00 PM). From New York to Boston, you'll find Train 2190 (7:03 AM) and Train 2168 (5:00 PM). The Washington-New York non-stop trip is Train 2180, departing at 7:20 AM, with a Philadelphia stop added, too.

I had erroneously reported previously that Acela Express trainset #4 had been accepted, which it has not. It's likely to be sent to Barre, VT for upgrading to production standard. Meanwhile, trainset #12 has been received from Bombardier (on March 27) and has joined the pre-commissioning program. For those keeping track, the consist is: power unit 2037, cars 3209, 3538, 3528, 3319, 3516, 3410 and power unit 2006.

For the first time, two weekend Acela Express round-trips will be operated, with Boston departures as follows: Train 2253 (8:00 AM) and Train 2271 (4:00 PM). A through Washington-Boston train, #2254, departs at 1:00 PM. There is also a New York-Boston train, #2290, departing New York 8:03

AM. The added service between Washington and New York is covering by Train 2208 Saturdays, departing Washington 5:00 PM, and Train 2210 Sundays, departing 6:00 PM.

Service at Boston is again significantly changed and improved. The two additional Acela Express trains are net additions and the number of all-electric Acela Regional trains (all-reserved) climbs to five in each direction. Only three diesel-powered NortheastDirect trains will remain via Providence and one via Springfield, but even some of these have been converted to all-reserved trains, to travelers will need to plan ahead.

Weekday Metroliners 109 and 118 are discontinued, replaced by Acela Express trains. Train 128 is replaced by NortheastDirect Train 690. Finally, Train 102 drops New Carrollton as a stop, but adds Trenton, where it should be overtaken by Acela Express Train 2180. Weekend Metroliner Service trains will be replaced by the two new Acela Express round-trips on Sundays but an additional Saturday train will leave Washington at Noon.

We'll try and make sense of the other adjustments here, although the lack of a complete Northeast Corridor schedule may confuse things. Train 145, via Springfield, now leaves Boston 90 minutes earlier weekdays (7:20 AM), but will keep its current departure time weekends, with this run carded as Train 147. Train 95 will add a stop at Old Saybrook.

Acela Regional trains will leave Boston weekdays as follows: #95, 6:20 AM (Newport News), 171, 8:05 AM (Washington), 175, 4:20 PM (Washington), 177, 5:35 PM (Washington) and 179 or 169, 7:05 PM (Philadelphia, but running through to Washington on Fridays). Acela Regional trains departing New York for Boston are as follows: #190, 6:15 AM, 170, 8:30 AM, 172, 10:30 AM, 86, 2:30 PM and 94, 4:30 PM.

NortheastDirect trains, meanwhile, will depart Boston weekdays as follows: #145, 7:20 AM (Washington via Springfield), 93 or 83, 9:35 AM (Richmond) and 173, 12:25 PM (Washington). Northbound, Train 174 departs New York at 12:30 PM, 142 at 3:30 PM (via Springfield), and 178 at 7:30 PM. The *Twilight Shoreliner* continues and weekend service is supposed to be similar to the present schedule.

New Haven-Springfield service loses a number of shuttle trains (which have not proved popular with passengers!), but gains another through train to Washington. One shuttle will still make two round-trips, connecting to Trains 95 and 177 and from Trains 172 and 178. Weekends, only one round-trip connects with Trains 166 and 167). New Train #149 (except Sundays?) returns Train 12's equipment to Washington, leaving Springfield at 4:00 PM and offering café service.

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ON THE SCENE (Continued from Page 7)

Between New York and Washington, Train 635 from Philadelphia to Harrisburg is replaced by through Train 641 leaving New York at 6:20 AM. New Train 691 leaves New York for Washington at 7:15 AM, replacing NY-Philadelphia Train 657. Train 181 drops Princeton Junction and Aberdeen, with those stops now handled by 691. Train 183 is discontinued and replaced by Train 645 to Philadelphia at 11:30 AM. Train 145, as noted above, runs earlier from Boston and leaves New York at 1:40 PM. Train 93, meanwhile leaves New York for Richmond at 2:40 PM, 30 minutes earlier. On Fridays, it will run through to Newport News as Train 83. Train 185 from New York will replace the old slot of Train 145. Train 85 originates at New York rather than Boston, and this should improve its record of on-time departures. Retimed Boston Train 173 replaces New York Train 193. Train 175 will depart New York at 8:40 PM rather than 6:50 PM to provide a better spread of departures.

Departing Washington, Train 84 leaves 25 minutes earlier. New Train 194 departs the Nation's Capital at 9:05 AM and runs through to Boston instead of Train 84. Train 170 drops Aberdeen as a stop, but Train 180 will still stop there. Train 172 runs ahead of Train 642 between Philadelphia and New York. Since 172 is all-reserved, commuters and short-haul passengers will still use 642. Train 148 is carded two-and-a-half hours earlier. Train 148's old slot will be filled by three different trains: Train 196 will run Monday-Thursday between Washington and New York, Train 176 will run Friday Washington-Boston and Train 140 runs weekends between Washington and Springfield. Train 66 runs daily, eliminating the designation for Train 76. Train 67 southbound departs Washington ten minutes earlier.

Tidewater Service changes south of Washington will find Train 82 running Saturdays Richmond-Boston in place of Train 84. New Train 83 runs Fridays from New York in place of Train 99, leaving Washington 35 minutes later. Train 84 will now leave Richmond weekdays at 6:05 AM. Train 93 departs Washington 35 minutes earlier, at 6:20 PM and Train 99 runs weekends only on its former schedule.

Keystone Service adjustments will find Train 654 running only Harrisburg to Philadelphia, with New York-bound passengers transferring to Train 188 at 30th Street. Train 605 will leave 30th Street 50 minutes earlier, at 6:15 AM, while Train 645 will depart Philadelphia 90 minutes earlier (1:15 PM). Train 657 is discontinued.

New York's Empire Service temporary revision, effective April 1, will be continued through July 9 to accommodate trackwork.

Only minor adjustments will be found in the schedules of long-distance trains operating along the Corridor.

In motive power news, the HHP-8 electrics have apparently now been cleared to operate all the way to Boston. This should pave the way for additional all-electric service to Beantown. Ten units are actually in service, with one in testing and four still to be delivered. The ninth AEM-7AC in the program, #927, was released from Wilmington on March 21, bearing a February 2001 plate.

The latest GE P42 diesels to be delivered at presstime were 151-153 in March and the 154 on April 1. The first two

existing P42's to be repainted in the Acela-like paint scheme are wreck-repaired 93 (February 23) and 51 (March 8).

I believe we have finally identified 15 F40's as having been rebuilt in 2000-2001 at Beech Grove. These units are the 381, 383, 386, 393, 396, 397, 398, 399, 401, 404, 405, 406, 407, 409 and 415. Four of the 15 were recently repainted into the California Surfliner paint scheme and assigned to Amtrak West (381, 383, 399 and 415). The 396 and 399 had previously been in a "stealth" paint scheme while on loan to Trinity Railway Express in Texas. While most of the others received the NortheastDirect-like scheme, it seems that 405 and 407 were not repainted. F40's 275, 297 and 353, assigned to Amtrak West, were sent to Beech Grove during March and officially noted as stored on April 18.

Five Amtrak F40's have been rebuilt, painted in a scheme reminiscent of Kansas City Southern's passenger units, and delivered to KCS subsidiary Panama Canal Railway. The units and their former Amtrak numbers are: 1856-City of Panama (259), 1857-City of Gamboa (313), 1858-City of Gatun (358), 1859-City of Paraiso (354) and 1860-City of Pedro Miguel (374). The latter three units were Florida Fun Train units. Four Amtrak Heritage "Congo" coaches have also been sent down: Rio Bayano (7003), Rio Mamoni (7006), Rio Gatun (7610) and Rio Pazueni (7618).

Amtrak has turned out a second diner rebuilt from an Auto Train buffet car. Car 8531 was ex-8711, outshopped in March. Incidentally, the rebuilt diners have been erroneously identified by Amtrak as "Temoisa" cars, and I've called them this for several years. In reality, the proper name is "Temoinsa", which stands for Technicos Modulares E Industriales, SA, of Barcelona, Spain. TMI specializes in providing modular components such as lavatories to European carbuilders. They provide the modular components to Beech Grove, where they are installed in diners which have been stripped of their original interiors.

The eighth five-car set of Surfliners was completed at the end of March and a follow-on order for 20 cars will be delivered as follows: six cars in June, five in October, five in January, 2002 and four in March, 2002. Ten will be for Capitols service or San Joaquins and other other ten will augment the existing Surfliners. Surfliner service is formed from six Surfliner consists (usually five cars but sometimes augmented by a car or two on weekends) and two trains of Amfleet or Horizon cars. California operates 66 bi-level California cars as well.

Talgo is making a strong pitch to gain the contract for Midwest trainsets on routes now being evaluated by Amtrak. They have christened their entry the Lakeliner.

Electro-Motive Division of General Motors introduced the FP7 model locomotive as part of their "1949 line" of new models, with the SW7, SW8, GP7, F7 and E8 models among the group. The principal difference between an F7 and FP7 was that the latter unit was about four feet longer, obvious by the extra space between the lead truck and fuel tank. These machines carried a separate water tank to feed the steam generator.

That was the point of the FP7. Previously, some F units had been equipped with relatively small steam generators but most railroads opting for F units on passenger trains specified the steam generators be placed only in the B units. Northern Pacific Railway, for instance, even took to mounting auxiliary water tanks

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ON THE SCENE (Continued from Page 8)

in baggage cars and, if my memory serves me correctly, Western Pacific converted tenders into steam generator cars.

First FP7's off the production line were Chicago, Rock Island & Pacific 402-411, serial numbers 8623-8632, in June-July, 1949. The model, however, did not prove that popular in the Northeast. The Pennsylvania bought 40 units in 1952, ranking it third behind the 45 FP7's purchased by Louisville & Nashville and 44 for Atlantic Coast Line.

Curiously, in the twilight of their passenger duties, pairs of PRR FP7's pulled Atlantic City race trains in 1967. Apart from temporary duty on the New York & Long Branch following the 1958 Bayonne bridge disaster on the CNJ, I can't recall any other regular appearances of Pennsy FP7's around Philadelphia in passenger service. However, you could find Richmond, Fredericksburg & Potomac FP7's 1201-1203 at Washington, or even Southern (CNO&TP) 6130-6149.

Of course, there was another operator of the FP7 to be found. In 1948, a certain local railroad cleaned out its remaining Camelback 4-6-0's with an order for ten new 4-6-2 Pacifics, which were delivered even as EMD (and Alco) were turning out 6,000-hp diesel freight lashups.

In 1949, the Reading Company had to face the reality that its earliest Pacific 4-6-2's were over 30 years old. They had received no diesel road switchers; however, that flood was just around the corner. The parent (B&O) road had been a pioneer user of EMD E units and the acquisition of these units was considered but rejected by the subject of our story. An EMD E8A demonstrator actually tested on the Reading. Strangely, however, the B&O did NOT purchase FP7's but was one of the few purchasers of Alco FPA2's for similar dual service.

Reading's first six FP7's (900-905, serial numbers 11387-11392, built in May-June, 1950) arrived just before the outbreak of the Korean War, and a year ahead of Baldwin AS16's 560-563, its first passenger road-switchers. Perhaps the delay was fortuitous, because Reading could have followed partner Jersey Central in acquiring Fairbanks-Morse road-switchers and Baldwin road power; and, yes, those double-ended CNJ Baldwin 2000-series units did get to Reading Terminal on occasion.

The flagship Reading-Jersey Central route from Philadelphia to Jersey City seemed to see the most of the new EMD's, but photos have appeared of them on the mainline Schuylkill, as well.

In September, 1952, at the conclusion of the dieselization program on the Reading, another pair of FP7's (906-907, serial numbers 16681-16682) arrived. If my information is correct, these units were not equipped with electro-pneumatic brakes and thus could not be used on the **Crusader**.

The 900's saw steady employment for over 12 years until the arrival of the Budd RDC's at the end of 1962 and the eventual retrenchment of mainline passenger service, accelerated by the loss of the U. S. Mail contract on June 30, 1963. Two units (904-905) were retired in 1965 and 1966. The 906 was traded to EMD in 1967 and the 901 and 907 were traded to EMD in 1971.

That left FP7's 900, 902 and 903 on the roster, and they received a new lease on life in 1966, when six coaches (1547, 2001, 2002, 2012, 2014, 2015) were set up with control trainlines and operated as the push-pull train, with an FP7 on each end. Originally operated to Jersey City, the trainset was better known for its use on rush-hour Trains 4 and 7 between Reading and Philadelphia.

Perhaps the end in July, 1981 was a merciful one, since by now the trainset had acquired the SEPTA red-white-blue paint scheme, following a derailment of Train #7 near Norristown in 1978. Units 900, 902 and 903 were renumbered SEPTA 4371-4373, respectively, to fit into the Conrail numbering scheme. After the end of service, the cars were leased to Metro North and used in Connecticut commuter service and ultimately sold to the Housatonic Railroad. The cars are at the Danbury Railway Museum in Danbury, CT today, and are used on shuttles around the museum yard.

The 900, 902 and 903 were all saved by Philadelphia and Lancaster Chapters, NRHS, as is well documented, with the latter two back in their as-delivered Reading livery, remaining as a symbol of what it was like, in Monopoly terms, to "Take a Ride on the Reading"!

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

Foundation for Architecture Organizes Station, Subway Tour

The Foundation For Architecture conducts many tours and conducts other activities in the Philadelphia area throughout the year.

Included in FFA's 2001 tour pamphlet is **Tour 47: Subways, Railways & Stations, a Mostly Underground Tour of Philadelphia**. New Chapter Member Harry Kyriakodis has informed us that he is leading this tour, and Chapter members are invited to participate.

The tour will allow the participant to learn about Center City's extensive transit system and the three main rail stations. The tour will originate at 30th Street Station and proceed via SEPTA LRV toward Suburban Station, eventually ending up at Market East Station. All of the underground infrastructure serving Philadelphia transit riders will be covered, and written materials will be provided.

There is a fee of \$20 for the tour, and interested members are asked to contact the Foundation For Architecture at 215-569-3187 to determine dates the tour will operate and to make reservations. Additional information is available from FFA's website at www.foundationforarchitecture.org, where prospective participants may learn about the organization and its many other tours. Members may also contact Mr. Kyriakodis at 215-243-1654 during business hours or access his E-mail: hkyriakodis@ali.org.

NRHS Directors' Meeting (Continued from Page 2)

and the plaque now stands in a prominent location where conventioners entering the Grand Hall (former Reading trainshed) and commuters accessing SEPTA's Market East Station will be able to know of Reading Terminal's place in Philadelphia transportation history.

On Friday evening, Philadelphia Chapter moved its monthly meeting from Thomas Jefferson University to the Philadelphia Airport Marriott Hotel because of the large number of National directors who wanted to see Chapter Member Larry DeYoung's slide program on the Cincinnati, Ohio area in the 1970's. Prior to the Chapter meeting, the NRHS senior staff met to discuss ongoing Society affairs.

Bright and early Saturday morning, some 70 individuals rode SEPTA's R1 Airport Regional Rail Line to 30th Street Station, where they boarded restored 1923-vintage Peter Witt #8534 and 1947-built PCC #2732 for a trip covering the SEPTA's Elmwood District rail lines through West Philadelphia. Arranged by Ed Springer of SEPTA Light Rail, motormen Russell Greco and Richard Vible capably maneuvered the cars through the Saturday traffic, providing any number of quality photo stops for the participants. Ending in early afternoon, Society people returned to the Airport Marriott for the usual pre-board of directors working session, in which informal discussion of matters to come before the formal meeting are carried out.

At a festive banquet on Saturday evening at the Marriott, 105 attendees feasted on prime rib or chicken dinners.

Following dinner, SEPTA General Manager John K. Leary, Jr., outlined plans for the Schuylkill Valley Metro route between Philadelphia and Reading. Mr. Leary was assisted at the program by SEPTA Service Planner and Chapter Member Harry Garforth, who also provided vintage views of the former Reading line through Manayunk which will become part of SVM.

On Sunday morning, the NRHS Board of Directors convened at 8:30 AM for their Spring, 2001 meeting to conduct the business of the Society. The fast-moving agenda included topics covering future conventions and directors' meetings, as well as consideration of a dues increase (see separate article this issue), a report on RailCamp 2001 and admittance of the Veterans Memorial Railroad Chapter from Florida to the Society. The meeting was adjourned by 11:30 AM, after which most headed for home, with some enjoying an afternoon of train and transit riding in Philadelphia on the SEPTA TransPasses which had been provided as a part of the event for those wishing them.

Chapter Editor Larry Eastwood handled arrangements for the weekend, with some assistance from National Director Frank Tatnall. The Chapter maintained a registration and information room at the Marriott, staffed by Members Sheila Dorr, Burt Eisenberg, Bill Faltermayer, Sam James and Joe Mannix. Members Dave Kopena and Frank Tatnall assisted Larry Eastwood with monitoring the safe operation of the Saturday trolley operation. The Chapter thanks these individuals who played a part in hosting this weekend of events, which has early on produced positive feedback. Philadelphia Airport Marriott Hotel personnel were very accommodating of our group, with their efforts spearheaded by Event Manager Nikia Robinson.

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