

CINDERS

OCTOBER 2001



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Volume 62

Newsletter of the

Number 9

PHILADELPHIA CHAPTER

National Railway Historical Society

Post Office Box 7302

Philadelphia, PA 19101

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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: \$35.00 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.

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

SPECIAL NOTICE TO PHILADELPHIA CHAPTER MEMBERS: Thomas Jefferson University has advised us that because they have converted the first floor room we've been using for meetings into a student lounge, our meetings in the future will be held in the **FACULTY CLUB**, which is located on the second floor. Use the moving stairs or elevator behind the security desk to access the second floor.

MEETING NOTICE:

FRIDAY EVENING, OCTOBER 19, 2001

Faculty Club, 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 October 19, 2001 program will feature Chapter Member Paul Kutta with a narrated slide program entitled **New York Central in the Hudson River Valley**. Most of Paul's slides were taken during the
Early 1960's and include Alco FA's and RS3's, Erie-built,



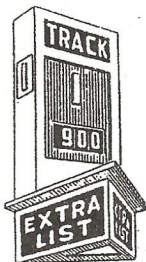
Early 1960's and include

electric P, S and T-motors. Both sides of the Hudson River will be covered, including the West Shore and Harlem Line.

The evening begins with our usual sit-down dinner in the Faculty Club, 2nd floor, Alumni Hall, 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, OCTOBER 16, 2001** to Dinner Chairman Bill Gardiner at 215-632-7016. This is a **STRICT** deadline, and you **MUST** specify when ordering if you desire a fish dinner. Please call **BILL GARDINER** with your reservation. **No-shows will be responsible for payment for meals ordered!**

Looking forward on our calendar, the November 16 meeting will feature our annual Railroadiana Auction, but with perhaps a twist. It has been suggested that we might have a color slide auction in lieu of the Railroadiana Auction, and members will be polled at the October meeting to determine their interest. On December 14, Member Art Milks will provide a program of Northeast railroading dating back into the early 1950's.

Join us on Friday, October 19 with a nostalgic look back at New York Central railroading in the Hudson River Valley.



OCTOBER 13, 2001: "Autumn Gold Express" diesel-powered Amtrak excursion from Washington, DC to Waynesboro and Clifton Forge, VA and return, sponsored by Washington, DC Chapter NRHS. This 424-mile round-trip will follow lines of the former Southern and Chesapeake & Ohio Railways. Fares: To Waynesboro \$89 adults, \$79 children (2-15); to Clifton Forge \$109 adults, \$99 children (2-15). First-class service is also available. Order tickets from: Washington, DC Chapter NRHS, P. O. Box 151, Alexandria, VA 22313-0151. For information, telephone 703-273-8440 (website: www.dcnrhs.org).

OCTOBER 13: Special SEPTA PCC car will operate on Germantown Avenue trackage between Chestnut Hill loop and Germantown depot 2-5 PM, sponsored by the Trolley Car Diner in Mount Airy to celebrate its first anniversary. All rides are free of charge. For information, telephone 215-753-1500.

OCTOBER 13: "Berkshire Foliage Flyer" diesel-powered Amtrak excursion from Boston, MA to Albany-Rensselaer, NY and return via CSX (ex-Conrail) Boston Line through the Berkshires, sponsored by Mass Bay Division RRE. Train leaves Boston (South Station) at 7:40 AM, returning about 9 PM. Fares: \$69 adults, \$39 children (12 and under). First-class service available. Numerous optional activities will be offered at Albany. Order tickets from: Mass Bay RRE, Box 4245, Andover, MA 01810-0814, enclosing stamped, self-addressed envelope. For information, telephone 978-470-2066.

OCTOBER 13: Diesel-powered excursions on Everett Railroad from Roaring Spring to Hollidaysburg, PA and return, jointly sponsored by Horseshoe Curve Chapter NRHS. Trains leave Roaring Spring at 9 AM, 12 Noon and 3 PM. For tickets and information, telephone Chapter Treasurer William Mangiacarne at 814-943-6784.

OCTOBER 13-14: Fall foliage excursions from Hagerstown to the annual Colorfest at Thurmont, MD, over former Western Maryland mainline now operated by CSX and Maryland Midland Railway, sponsored by Hagerstown Roundhouse Museum and Hagerstown Chapter NRHS. Diesel-powered train using MARC equipment leaves Hagerstown at 8 AM both days, arriving Thurmont at 10 AM, departing at 4:30 PM and arriving Hagerstown at 6:30 PM. Fares: \$25 adults, \$20 seniors, \$10 children. The train will make additional short round-trips to Highfield, MD on Saturday and to Union Bridge, MD on Sunday (fares: \$10 adults, \$5 children). Order tickets from: Hagerstown Roundhouse Museum, P. O. Box 2858, Hagerstown, MD 21741-2858. Visa and MasterCard also accepted.

OCTOBER 14: Diesel-powered excursions on the Everett Railroad from Roaring Spring to Martinsburg, PA and return, jointly sponsored by Horseshoe Curve Chapter NRHS. Trains leave Roaring Spring at 1 and 3 PM. For tickets and information, telephone Chapter Treasurer William Mangiacarne at 814-943-6784.

OCTOBER 20: "Liberty Limited" Amtrak excursion from Harrisburg, Lancaster and Paoli to Newark, NJ and return, including tour of Statue of Liberty National Monument and Ellis Island Immigration Museum via ferry connection. Sponsored by Lancaster Chapter NRHS, special train leaves Harrisburg at 6 AM, Lancaster at 7:30 AM. Paoli at 8:35 AM. North Philadelphia at

9:20 AM, returning in the evening. Light food service will be available on the train. Fare: \$98 per person, including all rail, bus and ferry transportation. Order tickets from: Lancaster Chapter NRHS, 105 Harrison Avenue, Christiana, PA 17509-1209, enclosing stamped, self-addressed envelope. Visa and MasterCard accepted. For information, telephone 610-593-6313.

OCTOBER 27: "Chocolate Festival Express" from Hoboken and Newark to Hackettstown, NJ and return for the Chocolate Festival in that community, sponsored by United Railroad Historical Society. Vintage URHS equipment will be used on this NJ Transit excursion. Special train will leave Hoboken Terminal at 9 AM, return about 6 PM. Fares: \$25 adults, \$10 children. Order tickets from: URHS, 112 Hill Top Lane, Neshanic Station, NJ 08853-4148. For information, telephone 732-671-9644 evenings (website: www.urhs.org).

OCTOBER 27: Fall foliage excursion from Baltimore, MD to New Oxford, PA and return via CSX's former Western Maryland Dutch Line, sponsored by the B&O Railroad Museum. New Oxford is known as the "Antiques Capital of Central Pennsylvania." Non-member fares: \$50 adults, \$35 children (under 12). For tickets and schedule information, telephone 410-752-2465 (website: www.borail.org).

NOVEMBER 10: "Trains & Troops" day at Railroad Museum of Pennsylvania, Strasburg, featuring military re-enactors, exhibits, displays, presentations on the railroads' role in wartime and patriotic music. Regular admission charges apply. For information, telephone 717-687-8628 (website: www.rrmuseumpa.org).

NOVEMBER 10-11: First Frost Train Meet at the Fairgrounds Agricultural Hall, 17th & Chew Streets, Allentown, PA, 9 AM-3 PM. Admission: \$5, children 12 and under \$2. For information, telephone Bob House at 610-821-7886.

NOVEMBER 16-18: Delaware & Hudson Symposium II, a celebration of the history of the D&H Canal and Gravity Railroad, at the Ladore Lodge & Conference Center, Waymart, PA. Sponsoring organizations include the D&H Transportation Heritage Council, Waymart Area Historical Society and Wayne County Historical Society. Numerous presentations will be made on related subjects by such well-known authors as Jim Shaughnessy and Larry Lowenthal, and a Sunday bus tour will include visits to remaining canal locks and artifacts of the 1828-vintage gravity railroad. Registration fee is \$50, and double occupancy room for Friday and Saturday nights at the lodge (with five meals including the Saturday evening banquet) is \$156 per person. Single occupancy room with meals is \$246. Other charges apply without accommodations. Sunday bus trip is \$5 per person. For reservations, send check or money order to: WAHS-D&H Symposium II, P. O. Box A, Waymart, PA 18472-0346. For information, telephone Rod Brown at 570-488-6756 (e-mail fcsbrown@socantel.net).

NOVEMBER 17: 7th annual Train Show & Sale sponsored by Chalfont Boro Police Benevolent Association at Lenape Middle School, 313 West State Street, Doylestown, PA, 9 AM-3 PM. Admission: \$3, children under 12 free. For information, telephone Paul Myers at 215-345-5017.

NOVEMBER 24-25: Annual open house at Cheltenham Hills Model Railroad Club (former Reading Ogontz station), 8000 Old York Road, Elkins Park, PA, 12 Noon-4 PM. Donations accepted. For information, telephone 215-635-9747.

(Continued on Page 5)



The tragedies of September 11, as they affected the commercial transportation industry, were felt most keenly by the airlines. However, there were numerous impacts on Amtrak. Service was halted through New York for close to nine hours but was restored by 6 PM on that fateful Tuesday evening. On a personal note, I worked for some 15 years at 253 Broadway, just a few blocks from the World Trade Center, and rode PATH from Newark to lower Manhattan, a route which could remain out of service for several years as a result of the terrorist damage.

With airlines temporarily grounded, Amtrak experienced a spike in ridership. At presstime, passenger loads on certain routes remain high, as the traveling public seems skeptical about flying. Along the Northeast Corridor, this ridership surge is bolstered by the fact that Washington's Reagan National Airport remains closed. The airline industry, prostrated by major losses in customers, has received a financial boost from the Federal government, meanwhile laying off thousands of employees and cutting many flights and destinations in a desperate effort to remain solvent.

Amtrak, already reeling from its own financial troubles, submitted a request for some \$3 billion in Federal aid to make rail travel a stronger alternative to air. Approximately half of the funds would go toward service and equipment improvements, with remaining funds for safety and security upgrades. A large portion would be devoted to the New York City tunnels, which, in addition to security concerns, are also troubling safety experts because of their advancing age.

Amtrak is now asking passengers to show photo identification when purchasing tickets or checking baggage. The requirement does not apply to tickets purchased from the self-service machines found at 30th Street and other Northeast Corridor stations, although Amtrak is quick to point out that these machines create a credit card trail if questionable purchases have been made through them. It goes without saying that, at this time of heightened security concerns, rail enthusiasts need to be extremely careful of where you go and what you do around railroad property.

Amtrak did pitch in, adding cars to haul additional mail diverted from cancelled airline flights. Cars have been added to Northeast Corridor trains to provide more seats. Most of these are cars that have been released from trains converted to the new Acela Express trainsets. Amtrak did run a special train to carry medical supplies from Washington to New York during the emergency, and made provisions to move personnel needed in the massive relief effort at Ground Zero around the World Trade Center.

Amtrak added coaches, where available, to many long-distance trains, but this effort was seriously impacted by two collision accidents on two successive days, both taking place on the Union Pacific Railroad.

On September 12, the **Texas Eagle** collided with a Union Pacific freight train near Hallsville, TX. According to press reports, the **Eagle**, on a siding, was making a rolling meet with a freight train and did not stop at the end of the siding. With a crew of 11 and 48 passengers, the 17 cars were derailed, injuring five passengers plus the engineer.

On the following day, Amtrak Train #5, **California Zephyr**, apparently rear-ended a UP freight train near Wendover, UT, at a relatively slow speed, with a small number of injuries, none life-threatening. Associated Press photos on the Internet showed a nearly-new P42 on its side with major damage and a Superliner II transition sleeper with serious fire damage.

During the period of heightened anxiety, two men believed to be potential material witnesses were removed from the **Texas Eagle** at San Antonio. In a move seemingly reminiscent of the 1950's, the Boston Red Sox baseball team resorted to bus and Amtrak travel to get back North from St. Petersburg, FL.

Meanwhile, at the same time, Amtrak withdrew its offer of enhanced retirement benefits for management employees. The move disrupted plans of several hundred employees who had signed up for the "early-out", causing confusion and bitterness. Cash-starved Amtrak apparently realized that the anticipated financial burden was more than it could bear. Perhaps the only positive aspect of this situation is the fact that Amtrak will not be faced with the sudden exodus of its most experienced and (formerly) most loyal employees in management. It will remain to be seen how devastating this change will be on the morale of those who were making plans.

Republicans in Congress had been working on a scheme to spend up to \$71 billion to build high-speed rail services. The money would be given to the states, which would set their own local priorities and presumably oversee construction. Amtrak would then be eligible to compete to operate these services. It's important to remember, however, that Amtrak could exist in an entirely different form down the road, given the recent changes in its organizational structure.

The Amtrak Northeast Corridor Timetable was reissued effective Sunday, September 30, with many adjustments made in train schedules. The National Timetable will change on Sunday, October 28, with the next Northeast Corridor schedule change set for Sunday, December 9. Many NEC trains will be stopping at the new Newark Airport station, linked directly to the terminals. There has been some opposition to the fares to this station, which are considerably higher than fares to other similar airport-linked rail stations such as our own in Philadelphia.

We'll cover Acela Express and Metroliner changes first. Weekday Metroliners still operating as of September 30

(Continued on Page 4)

ON THE SCENE (Continued from Page 3)

(New York departure shown) are #201 (5:25 AM), 101 (6:00), 103 (7:00), 107 (9:00), 117 (2:00 PM), 119 (3:00), 121 (4:00), 123 (5:00) and 125 (6:00). Northbound weekday trips (Washington departure) are #100 (5:25 AM), 104 (8:00), 106 (9:00), 108 (10:00), 110 (11:00), 112 (12 Noon), 122 (5:00) and 126 (7:00). Weekend Metroliners will be (New York): 207 (9:00 AM SU), 209 (10:00 SA), 211 (11:00 SU), 215 (1:00 PM SA), 217 (2:00 PM SU), 221 (4:00 PM SU), 225 (6:00 PM SA-SU). Northbound (Washington) will be 204 (8:00 AM SA-SU), 210 (11:00 AM SA-SU), 216 (2:00 PM SU), 220 (4:00 SU), 222 (5:00 SU) and 224 (6:00 SA). These remaining Metroliners are expected to be replaced, in most cases, by additional Acela Express trains to be introduced on December 9, 2001 and March 10, 2002.

On December 9, you may look for Metroliner 107 to be replaced by Acela Express 2111, and 119 by 2163 (originating Boston at 11:12 AM). Metroliner 106 will be replaced by Acela Express 2158 (extended to Boston, arriving 3:33 PM) and 122 replaced by 2112. Weekends, Metroliner 207 will be replaced by Acela Express 2203, and 209 by 2205 Saturdays, but another later Metroliner will be added Sundays, replacing later Train 211. Also, 215 will be replaced by 2209 and 225 by 2215. Northbound, Metroliner 204 will be replaced by Acela Express 2200, 210 replaced by 2252 (extended to Boston, arriving 5:47 PM), 222 replaced by 2258 (also extended to Boston, arriving 11:47 PM) and 224 replaced by 2210.

On March 10, 2002, Metroliner 201 will be replaced by Acela Express 2101, 101 by 2103, 117 by 2113, 121 by 2115, 123 by 2167 (leaving Boston at 1:12 PM) and 125 by 2117. Northbound, Metroliner 100 will be replaced by Acela Express 2100, 108 by an Acela Regional train on the same schedule, 110 by 2162 (extended to Boston, arriving 5:30 PM), 112 by 2108, 126 by 2116, and Acela Regional Train 182 by Acela Express 2118. Weekends, southbound Metroliners 209, 217 and 221 will be replaced by Acela Expresses 2205, 2211 and 2213 respectively, with northbound 212, 216 and 220 replaced by 2202, 2204 and 2206.

When the above changes take effect, the Metroliner name will be extinct after a run of more than 32 years! As an aside, there will also be some changes to conventional trains in December and March, and we'll save those to be detailed next month. Acela Express schedules as of September 30 will require 11 trainsets plus three spares, as of December 9, 14 sets and three spares, and March 10 all 20 sets needed, with two or three spares.

Many, many changes are effective September 30 with regular Northeast Corridor trains as well. Train 181 will yield its Aberdeen stop to Train 141, and Train 495 between Springfield and New Haven runs almost two hours later as Train 471. Keystone Service Train 645 is about 40 minutes later, while Train 145 runs over two hours later, taking Train 85's slot between New York and Washington. New Train 185 takes 145's current New York-Washington schedule. Trains 83/93 are about 30 minutes earlier, while Train 85 takes 185's old slot and so the Washington-Richmond service portion is about 50 minutes later. Train 173 runs about an hour later, adding Bridgeport, New Rochelle, Metropark and Trenton. New Train 193 runs on 173's old times New York-Washington. Train 55 adds New Carrollton. Train 149 is no longer a through Springfield-Washington train (it was the return of Train 12). Passengers will now take shuttle Train 475 about 35 minutes earlier and connect with Train 175 at New

Haven. Train 187 replaces 149 between New York and Washington, and Train 199 is discontinued (it was the 10:40 PM train from New York to Washington).

Northbound weekday changes find Train 12 restored as a through Washington-Boston train, replacing 190 north of New Haven (and running about an hour later than before). Passengers for Springfield Line points will use connecting shuttle 490. Train 170 will add stops at Old Saybrook, Mystic and Westerly, and New Haven-Springfield shuttle 472 is replaced by 474 about two hours later. Train 142 drops Metropark, as does 178, with Train 648 taking 18 minutes longer to reach New York from Philadelphia.

Southbound weekend changes find Train 131 replacing 181, dropping New Carrollton in the process. Train 99 replaces 161's slot, dropping Westerly, Mystic and Old Saybrook (and Newark, DE). It runs 45 minutes earlier Washington-Newport News. Springfield-New Haven shuttle 461 replaces through Train 145 from Springfield, running 30 minutes later, with more stops. Train 161 replaces 99, adding Westerly, Mystic, Old Saybrook, Bridgeport, New Rochelle and Aberdeen. The train is discontinued between Washington and Richmond. Train 85 now leaves New York at 3:05 PM, continuing beyond Washington to Richmond 50 minutes earlier than old Train 87. Keystone Service Train 657 runs 20 minutes later, and Train 145 makes the same changes as on weekdays above. Train 163 replaces Train 87, running 30 minutes later, dropping Aberdeen and terminating at Washington.

Still on weekend southbound changes, Train 159 is discontinued Sunday between Springfield and New York. It replaces 197 Saturdays between New York and Washington (operating both days now as 159 between New York and Washington). Train 57 drops New Carrollton, and Train 135 replaces Train 163, dropped Saturdays. Train 661 drops Princeton Junction. New weekend Train 197 replaces 139 Saturdays between Springfield and New York and 165 Sundays between Boston and New York. These segments are discontinued, but 197 still runs New York-Washington. Train 165 runs about an hour later and will run Saturdays as well as Sundays. It replaces Clocker 637, the 8:30 PM train from New York. Train 167 adds stops at Westerly, Mystic and Old Saybrook. Clocker 637, mentioned above, replaces Train 199 Sunday evenings New York-Philadelphia (discontinued beyond to Washington).

Northbound weekend changes, much fewer, find Train 12 and 192 combined into a through Washington-Boston train, adding Aberdeen and Bridgeport, running 30 minutes later New Haven-Boston. Springfield Line passengers will transfer to shuttle Train 490 at New Haven. Train 160 drops Aberdeen as a stop. Train 82 (Saturdays) is replaced by Train 164, which also will run Sundays. The Richmond-Washington segment is dropped. Saturday Keystone Service Train 632 is discontinued. Train 142 drops Metropark, while Train 660 adds New Brunswick Train 146 replaces Trains 166-466 as a through Washington-Springfield train. Metropark is discontinued and so is the New Haven-Boston segment. Train 178 replaces 158 Saturdays, and is extended from New York to Boston, replacing 168 as well Sunday. Metropark is skipped as a stop. Train 196 replaces 148, dropping Princeton Junction and discontinued between New York and Springfield.

Trains 182, 184 and 184 are operated with Metroliner equipment, and the business class service is provided in full club cars. The Northeast Direct moniker is now gone, and certain Acela Regional trains are now unreserved. (Continued on Page 5)

ON THE SCENE (Continued from Page 4)

Nineteen trainsets protect most Acela Regional trains. In addition, four dedicated sets protect the **Twilight Shoreliner** and **Vermont**. Each night the 19 consists are serviced at the following layover points: Newport News (one), Springfield (one), Richmond (two – one on Saturday night), Philadelphia (one – except on Friday and Saturday nights), New York (two – one Friday and Saturday), Boston (five – six Fridays and Saturdays) and Washington (seven – eight Friday and nine Saturday).

On Friday evenings, Amtrak deadheads clocker equipment from Philadelphia to New York. These cars equip Trains 153-196 and 155-198 Saturdays, and 153 Sundays (deadhead Washington-Philadelphia) and 155-196-631 Sundays, the latter set terminating at Philadelphia.

Turning to motive power and equipment, here is the latest F40 status report. The Northeast Corridor has 12 units: 226, 265, 268, 271, 278, 280, 288, 291 and 411, all in NEC protect service or in use for the **Maple Leaf** between Albany-Rensselaer and Toronto. Three other units, 301, 316 and 413, are in maintenance-of-way service. In addition, the 244 is leased to Boston's MBTA.

Out west, the 372 is assigned to San Diego's Coaster service. Other units assigned are 231 and 400, in Amtrak colors, and 381, 383, 399 and 415, in Surfliner colors. These units operate as needed on San Joaquins, as control cars on Cascade Talgo sets or with P42's on the **Coast Starlight**. Other units, as noted previously, are leased to other carriers.

Deliveries of new GE P42's since the end of June have been limited to 185 and 186, delivered in August (but with June build dates). There are reports that the last 21 units will not be delivered until Amtrak's Fiscal Year 2002, which began October 1.

Acela Express trainset 19 arrived in Philadelphia on September 13, and trainset 2, used for the test program, has been returned to the carbuilder for outfitting to production standards.

The former Intercity SBU is at least half-way through its program to convert eight Amcafe cars into Amdinettes. For the record, the cars and conversion numbers are 20000 (20250), 20001 (20251), 20003 (20252), 20005 (20253), 20006 (20254), 20012 (20255), 43010 (48256) and 43027 (48257). Eight Horizon coaches, meanwhile, have been converted to 60-seat leg-rest coaches to provide more comfortable long-distance accommodations. Seven of the cars are: 51000 (ex-54071, 3-16-01), 51001 (54046, 4-12-01), 51002 (54019, 6-02-01), 51003 (54060, 9-13-01), 51500 (54502, 6-29-01), 51501 (54570, 9-15-01) and 51503 (54559, 9-15-01).

The last classic Heritage 10-6 sleepers were to operate on Train 40 of October 2 from Chicago. The lack of retention toilets sealed their fate, with one of the two **Lake Shore Limited** Viewliner sleeper lines being transferred to the **Three Rivers** as a replacement.

California Department of Transportation, meanwhile, has ordered two additional California cars – café cars to allow for the formation of seven Capitol trainsets (which can provide 12 or 13 round-trips). Surfliner service between Los Angeles and San Diego is being provided by six Surfliner double-deck carsets and two low-level consists made up of Horizon and Amfleet cars. The

Surfliner sets are normally made up of five cars, but over Labor Day, Amtrak added nine cars to the six consists (one set reached nine cars).

Pullman's last standard-weight cars built new were two eight-section buffet-lounge cars outshopped in February, 1931 for service on the Erie Railroad. The cars were **Ridgewood Country Club** and **Youngstown Country Club**. They were ordered on September 18, 1930, almost one year after the stock market crash of 1929. The first cars with double bedrooms were ordered on June 8, 1929 and were not delivered until July 11, 1930. The group consisted of ten 13-bedroom cars for service on the Pennsylvania, Alton and New York Central.

The last few examples of Pullman's vast fleet of heavyweight cars survived into the spring of 1967. After late April of that year, only a few cars remained (**Loch Awe** was at the Kentucky Derby) and the last two cars may have been the sleeper lounges **Lotus Club** and **Norfolk County**, which lasted into the fall of that same year.

She Loved Trains; Millay Biographies Published

What railfan has not heard this famous verse by Edna St. Vincent Millay?

*My heart is warm with the friends I make,
And better friends I'll not be knowing;
Yet there isn't a train I wouldn't take,
No matter where it's going.*

--from "Travel" (1921)

One of the best-known poets of the 20th Century, Millay was born in 1892 and, after a tempestuous life, died in 1950.

Last month, two excellent new biographies of her were published. They are *Savage Beauty, The Life of Edna St. Vincent Millay* by Nancy Milford (Random House, \$29.95), and *What Lips My Lips Have Kissed, The Loves and Love Poems of Edna St. Vincent Millay* by Daniel Mark Epstein (Holt, \$26). An *Inquirer* reviewer points out that both go into great detail about Millay's life in New York's Greenwich Village during the Jazz Age, and the effect this had on her voluminous work. One of Millay's editors and closest friends said soon after her death that no biographer should try to "suppress the tragic aspects (of her past) because they might be painful or shocking to Edna's more conventional admirers. Her poetry is not the work of a being for whom life could ever have been easy or gone along at a comfortable level..."

Still, regardless of her personal life, rail enthusiasts will always remember her for the wonderful lines quoted above.

Extra List (Continued from Page 2)

DECEMBER 8: NJ Transit "Santa Claus Train" sponsored by Jersey Central Chapter NRHS departs Westfield, NJ at 9:45 AM and 1:45 PM for one-hour and 45-minute round-trip to High Bridge, NJ. Santa Claus will be on board and each child will receive a coloring book, crayons and candy cane. Riders will have a chance to win an HO-gauge trainset. Order tickets from: Jersey Central Railway Historical Society, 60 Cheswick Court, Bedminster, NJ 07921. For information, telephone 908-781-1896 (website: www.jcrhs.com).

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



SEPTA REGIONAL RAIL

The September 11 terrorist attacks on New York's World Trade Center and the Pentagon near Washington not only forced the grounding of all air traffic nationwide but disrupted service on AMTRAK's Northeast Corridor and other public transportation systems. Highways in the New York City and northern New Jersey areas were paralyzed as all access routes to Manhattan were shut down.

That Tuesday morning, thousands of people on the ground and millions of television viewers around the world watched in horror as a second hijacked airliner crashed into the south tower of the WTC. A short time later both landmark buildings vanished from the New York skyline amid huge billows of smoke, with the apparent loss of more than 6,000 lives. Fearing that further attacks were imminent, officials closed all bridges and tunnels leading into Manhattan, including AMTRAK's Hudson River tubes. Amtrak in turn halted all rail service on the Corridor and sealed off Philadelphia's 30th Street Station as well as other major stations.

This forced SEPTA to suspend most Regional Rail service through the Upper Level of 30th Street for about three hours, beginning shortly after 11 AM. Finally, SEPTA trains were allowed to operate through the station without stopping, and by 3 PM more-or-less normal service was restored. But many center city businesses, especially those in high-rise buildings, had closed up shop and evacuated their employees, creating jammed conditions at Suburban and Market East stations as throngs of commuters tried to get home. Some living in the western suburbs rode the Market-Frankford Line to 69th Street terminal, then used buses or trolleys beyond.

During the midday crisis, SEPTA had maintained regular service on the former "Reading" side of its system, and continued to run the R3 Media-Elwyn line which, even though its trains pass through 30th Street, is not dispatched by AMTRAK. Extra cars were added to midday trains wherever possible. By late afternoon, after most people had found their way home, the *Inquirer* reported that center city was "eerily quiet, the streets empty of cars that, just hours earlier, had converged in gridlock in an effort to get out." By the next morning, Regional Rail service was generally back to normal.

On the day of the attack, AMTRAK's shutdown also affected commuter railroads running over its tracks. NJ TRANSIT suspended service into New York, but by the evening rush hour was back in operation as Amtrak restored service. NJT dispatched trains from Penn Station as they were loaded and, unlike Philadelphia, there still were hordes of trapped commuters desperately trying to get home. Heart-wrenching stories appeared in the newspapers about automobiles parked at Trenton, New Brunswick, Summit and other stations which went unclaimed because their owners would never return. Many Philadelphia-area workers also commute to New York by train on a daily basis, but none thus far have been listed among the missing. PATH also resumed operations to midtown Manhattan, but the line to the World Trade Center is shut down indefinitely because its station beneath the complex was destroyed.

In recognition of last month's tragedy and the newfound spirit of patriotism it has engendered, SEPTA has placed small American flag decals on the sides of all its MU and cab cars, adjacent to the engineer's cab window. The Bombardier coaches are also receiving the decals, and Lancaster and Philadelphia Chapter's FP7's 902 and 903, stored at Frazer during this period, appeared at the Delaware Transportation Festival on September 29 at Amtrak's Wilmington station bearing the flag decal under the locomotive number.....SEPTA reissued its R2 Marcus Hook-Wilmington-Newark (DE) timetable effective September 30, because of revised AMTRAK Acela schedules going into effect the next day. New cover photos show trains at the refurbished Chester Transportation Center.....Again this year, SEPTA ran shuttle excursions out of AMTRAK's Wilmington station during the annual Delaware Transportation Festival on September 29. And again, the NRHS-owned Reading FP7 locomotives were among the highlighted displays at the festival. (The *Metro* newspaper twice ran photos of the units at last year's event.).....Adding to the general unease, a bomb scare on Friday September 28 at North Broad station delayed service during the afternoon rush hour. No bomb was found.

As part of its \$30-million rebuilding of Suburban Station and concourse, SEPTA last month closed off the corridor between the station and 18th & JFK Blvd. It will be reopened in January 2002 but eventually will be replaced with a wider and more direct passageway from 18th & JFK. Renovation work to the station area itself will get underway in earnest early next year.....About 5:50 PM on September 4 a heavy thunderstorm knocked down a large tree near the R3 Swarthmore station, taking out the catenary. All service was halted south of Secane, with massive delays resulting as buses were pressed into service. The #2 northbound track was reopened at 4 the following morning and the #1 track a few hours later, but delays continued throughout the day.....A heavy truck struck a bridge on SEPTA's Glen Mills running track near Glen Mills on August 24, and the track remained out of service through September. The only regular use of this line is by AMTRAK ballast trains operating from the Glen

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PHILADELPHIA EXPRESS

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Mills Quarry.....A bill introduced in Congress during July would give the Surface Transportation Board the authority to force freight railroads to allow commuter rail agencies access to their rights-of-way for passenger rail service. The bill, which the Association of American Railroads adamantly opposes, would permit the STB to order that trackage rights be made available to any passenger transportation agency which is unable to obtain those rights through negotiations with the owning railroad (*Traffic World*).



SEPTA TRANSIT

Following the 12-percent fare increase that took effect July 1, 2001, SEPTA's average daily one-way ridership in July actually increased two percent over July 2000, to 682,000. All three divisions—City, Suburban and Regional Rail—exceeded their year-ago ridership. In August, ridership was one percent below last August, due mostly to the 250,000 additional rides generated by the Republican National Convention in August 2000, although this year's X Games produced some 50,000 trips. Passenger revenues for the two-month period in 2001 were \$49.1 million, seven percent higher than the year-ago period. SEPTA recorded a modest surplus of \$267,000 after subsidies for Fiscal Year 2001, which ended June 30.

Last month, the front end of a 1947 ACF-Brill model C-36 bus was installed on the concourse level of SEPTA headquarters at 1234 Market Street, near the PCC trolley. Painted as PTC #1233, the bus was originally Conestoga Transportation #100 which was donated to the SEPTA Transit Museum in 1995 and restored by workers in the Berridge shop. It was placed on display in time for the 2001 convention of the American Public Transportation Association beginning September 30, for which SEPTA is the host agency (see September *Cinders*). This is the first time since 1960 that APTA has held its annual meeting in Philadelphia. SEPTA was unable to entertain APTA delegates with special trolley service on 11th and 12th Streets in center city because the power is still cut off during Girard Avenue construction.

SEPTA is issuing an updated Philadelphia transit map, which should be available for purchase at the Transit Museum Store early this month. The most recent map was published in 1998.....Track and overhead wire renewal continues on Girard Avenue for the revived Route 15 light rail line.....SEPTA also is seeking bidders for coordinated traffic signal projects along Routes 10 and 15, the first serious attempt to implement a "transit first" system which gives oncoming light rail vehicles preference at intersections.....Approval of a contract to rebuild 18 PCC cars for the Girard Avenue line has been deferred to the November SEPTA board meeting.....At the borough's request, SEPTA on October 30 will place a Halloween-decorated Kawasaki car on State Street in Media.....The vintage Trolley Car Diner in Mount Airy has chartered a SEPTA PCC car for free trips Saturday afternoon, October 13, using Route 23 track on Germantown Avenue in front of the diner (see "Extra List").

An early-morning water main break at 38th Street & Woodland Avenue in West Philadelphia September 10 snarled

traffic for hours and flooded SEPTA's trolley tunnel. SEPTA was forced to divert its subway-surface cars to 40th & Market Streets.....SEPTA again is busing the Market-Frankford Line between 15th & 69th Streets on weekends during September and October, while track and communications work is carried out as part of the Market el reconstruction project.....Beginning October 27-28 for four weekends, the Frankford el will be closed for construction work with express and local buses substituted between Frankford Terminal and Spring Garden Street.....SEPTA may truncate its Route 76 "Ben Franklin" to Chestnut and Walnut Streets only, turning the Art Museum-Zoo extension over to the Phlash tourist bus service.....SEPTA will retrofit at least 600 buses with front-end bicycle racks. The intent is to have all of its wheelchair-accessible buses fitted with racks.

In a nationally-significant decision handed down on August 31, a Federal judge ordered SEPTA to reform its paratransit services so that virtually no disabled passengers are denied rides. Beginning November 1, SEPTA will be fined \$30 for every denied trip exceeding five per month. At that rate, the 11,153 trips which were denied during the first six months of 2001 would have cost SEPTA \$333,000. However, the penalty does not apply to senior citizens who also use paratransit service.....The rail passengers conference scheduled for September 15-16 at the Hilton Garden Inn has been postponed to December 1-2.

SEPTA's \$40-million Computer-Aided Radio Dispatch ("CARD") project will require the placement of at least six antennas around the region. The latest site to be identified is the roof of the Loews Hotel (PSFS) building at 12th & Market Streets where SEPTA is in the process of leasing space. The primary control center for the system will be in the 1234 Market Street headquarters, which will be able to maintain radio contact with all 1,600 surface transit vehicles on the system. Completion is expected during 2002.....SEPTA plans to spend some \$92 million over the next three years on its prescription drug benefit program for all employees and their dependents.....SEPTA has hired a consultant to conduct its annual customer satisfaction survey this month. This effort will include hundreds of personal interviews with both riders and non-riders. A survey will also be made of cellular phone usage on Regional Rail trains.



AMTRAK

The tragic events of September 11 forced AMTRAK to shut down its Northeast Corridor service for a few hours, but then saw its ridership surge as the government closed airports nationwide for the next three days. Amtrak found itself carrying loads 50 percent higher than normal on many runs, and even long-distance trains were sold out as air travelers sought alternative transportation. Extra cars were added to most unreserved trains on the Corridor and to certain long-distance trains. On September 12 Amtrak operated a special train dubbed the "Clara Barton Special" from Washington to New York, carrying Red Cross personnel and medical supplies. Amtrak also offered free transportation to police, fire and rescue personnel called to the World Trade Center and Pentagon recovery sites.

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PHILADELPHIA EXPRESS (Continued from Page 7)

On the 13th AMTRAK reported ticket sales of over \$4 million, double the amount for a normal day. "It's unlike anything we've ever seen," said an Amtrak spokeswoman. The railroad even was accepting most airline tickets for rail fares between the same points. Package delivery firms such as United Parcel Service and the U.S. Postal Service diverted much of their normal air traffic to surface modes, including Amtrak. Overall, Amtrak experienced an average 17-percent increase in ridership and 40-percent boost in revenues in the week following the terrorist attacks, in spite of the nation's continuing dip in economic activity and the fact that many travelers simply cancelled their trips in the wake of the September 11 disaster.

After they resumed service, the nation's airlines found themselves in perilous financial condition as fearful passengers stayed away in droves. Many flights were cancelled and up to 100,000 employees threatened with immediate layoffs. Sharply increased security at airports added to the inconvenience experienced by those who still wanted to fly. Faced with this crisis, the Federal government moved quickly to approve a \$15-billion bailout package for the airline industry, which was passed overwhelmingly by Congress on September 21 and signed by the President. The legislation provides for an immediate \$5-billion cash infusion and \$10 billion in loan guarantees, as well as certain liability protection from lawsuits involving the four airliners seized by terrorists on September 11.

At the same time that the airline bailout plan was moving through Congress, AMTRAK made a request of its own. It asked for a special \$3-billion appropriation to improve its safety, security and capacity to handle passengers and goods. Half of the money would go for safety and security improvements, such as correcting the long-deferred maintenance in the Hudson River and Baltimore tunnels, and the other half would be used to acquire new equipment and repair the backlog of wreck-damaged equipment at the Beech Grove (IN) shops. Amtrak has also beefed up its police presence at facilities such as 30th Street Station, and adopted the airlines' practice of requiring passengers to present photo identification when purchasing tickets or checking baggage.

Two weeks after the attacks, AMTRAK continued to experience strong ridership, particularly in the Northeast Corridor. The continued shutdown of Ronald Reagan National Airport at Washington, home to many of the Boston-New York-Washington air shuttles, contributed to Amtrak's increased business.....On September 24 the *Inquirer's* editorial page contained this headline: "Back on track—Attacks make it clear Amtrak has a role." The editorial declared that Amtrak is seriously underfunded for the job it is expected to do. It quoted from a letter sent the previous week to Transportation Secretary Norman Y. Mineta by a group of 16 Senators, which described Amtrak as "an essential component of our national transportation system." With so much attention focused on saving the airlines, it will be interesting to see if Amtrak is finally able to get a piece of the action. (The above from Amtrak, *Weekly Rail Recap*, *Trains* Newswire, *Railpace* Hot News, the *New York Times* and the *Inquirer*).

AMTRAK announced in late August that it will form a new department, separate from operations, to oversee its properties and other assets. The new entity will be known as the Capital Programs Department (*Weekly Rail Recap*).....AMTRAK planned to run a special excursion from Harrisburg and Lancaster

to Atlantic City on September 30, returning on October 2, chartered by the Tropicana Casino and Resort. Another Harrisburg-Atlantic City special is scheduled for November 4-6 (Pottstown & Reading Chapter).....A developer will convert the second, third and fourth floors of Baltimore's Pennsylvania Station into a 72-room hotel. The space will be leased from AMTRAK, with the \$5-million project to be completed in 2003 (*Weekly Rail Recap*).



CSX
NS
OTHER ROADS

The catastrophic events of September 11 caused CSX and NORFOLK SOUTHERN to suspend all freight service in the Boston, New York, North Jersey, Philadelphia, Baltimore and Washington areas. Operations were resumed later that day but the CONRAIL Shared Assets terminal railroad in North Jersey remained shut down. It began returning to normal the following morning, but congestion and delays persisted. NS offered to provide up to 1,000 heavy-duty railcars for the free transportation of debris from the World Trade Center site to disposal areas around its system. "This is a small but tangible effort that we can make to support the recovery effort," said NS Chairman and CEO David R. Goode. *Traffic World* Magazine devoted an entire article to the ongoing threat of terrorism and its effect on various segments of the transportation industry. "Railroads," the article stated, "have beefed up security measures on their lines. Most railroads have consolidated their traffic control activities at a single location from which they monitor systemwide operations and even operate switches and signals. This leaves the possibility that a terrorist attack could wipe out that single center and wreak havoc with rail operations."

The Surface Transportation Board last month took NORFOLK SOUTHERN off the hook regarding its planned closure of the former CONRAIL carshop at Hollidaysburg, PA (see June *Cinders*). The STB ruled that NS can go ahead with the closing in early November, but ordered that NS extend enhanced protection to all 310 affected employees and that workers be given the opportunity to relocate to shops elsewhere on the NS system.....NS will build a major new intermodal terminal at the former Naval Base in South Philadelphia, it was announced last month. The 136-acre terminal, to be built on property once occupied by the Mustin Field Naval Air Station, will allow NS to compete for business moving through the Port of Philadelphia. CSX took ownership of the vast ex-CONRAIL Greenwich yard just to the north, which it has converted into a state-of-the-art container terminal. The *Inquirer* reports that the Delaware River Port Authority owns the Mustin Field property and will finance the \$16-million cost of the new terminal, which will be leased to NS.....NS will close its Triple Crown RoadRailer facility at Portside terminal in Newark, NJ, transferring the operation to its new intermodal terminal at Bethlehem, PA.

NS has executed a long-term lease-purchase agreement with DELAWARE-LACKAWANNA RAILROAD for its 12-mile Stroudsburg secondary track between Portland and Analomink, PA. Once part of the old Lackawanna mainline through the Delaware Water Gap, the branch may become part of a planned passenger route between North Jersey and Scranton, PA

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If Locust Summit Goes, Old St. Nick's Value Rises

Central breakers are vanishing anthracite artifact

By Rory Schuler, Staff Writer
Pottsville Republican & Evening Herald
(reprinted with permission)

For anthracite heritage enthusiasts, word that the Commonwealth of Pennsylvania is seeking to demolish Reading Anthracite Company's Locust Summit "great breaker" has dramatized the importance of saving the old St. Nicholas breaker near Mahanoy City. "They better save the old St. Nick or they're out of the ballgame," said Tamaqua native Scott D. Herring, Allentown, hailed as "the last of the anthracite photographers," whose life's work has recorded a vanishing way of life.

The good news is that Reading Anthracite has no plans to touch the old St. Nick – it operates the new St. Nick as Duncott – and would like to see it preserved, according to Brian R. Rich, the company's vice president. "Although we might have given them the OK to take Locust Summit," said Rich, "we have no intention on giving DEP the go-ahead to demolish this one."

The Pennsylvania Department of Environmental Protection will begin advertising for asbestos removal and demolition bids. The initiative was the State's, not Reading Anthracite's, and will be paid for with a Growing Greener grant.

With Pagnotti Corp.'s demolition of the Hazleton Shaft breaker two years ago, razing Locust Summit would leave only two "central breakers" – the old St. Nick near Mahanoy City and the Blue Coal breaker visible from Interstate 81 just south of Wilkes-Barre. A few dozen of the "central breakers" were built throughout northeastern Pennsylvania in the 1920's and '30's, huge coal-processing plants that replaced 2,500 small breakers with the idea of achieving economies of scale.

"The St. Nick breaker is an amazing resource," said Dixie F. Swenson, executive director of the Schuylkill River Greenway Association, which is administering Schuylkill County's National Heritage Area program, which could gain access to \$10 million over the next decade. "It's unique and a resource that we hope will be able to be preserved for future generations." "The preservation of the old St. Nick breaker is very important in the scheme of historical preservation projects - not just in Schuylkill County, but in the state and the nation," added Mark T. Major, county Visitors Bureau executive director and an officer in the Historical Society of Schuylkill County.

According to Herring, the Locust Summit site, including its outbuildings, is more intact than the old St. Nick, but the latter breaker still contains all the original coal-processing equipment, "the only viable breaker interior."

Additional cause for hope comes from initial efforts to establish the old St. Nick's importance. A team from the Institute for the History of Technology and Industrial Archaeology at West Virginia University is in the process of "documenting" the old St. Nick, creating a file in the Library of Congress, part of the National Park Service's Historical American Engineering Record.

"It will establish the overall importance of the breaker," said Lance E. Metz, historian with the National Canal Museum, Easton. "People in the region have to let it be known that they want to save it."

Five years ago, Rich offered the old St. Nick to any interested historical tourism association that was willing to invest the time and money it would take to make the structure accessible to the public. "We've tried to garner community support in the breaker for a long time. My hope is that someday it will be embraced and incorporated in the Heritage Corridor," Rich said. "You have a piece of American history there. It certainly deserves historical status."

Previously owned by the Philadelphia & Reading Coal & Iron Company, Locust Summit and St. Nick's were sister breakers. Locust Summit, built in 1930 but closed since 1955, was the larger of the two. At its height of production, the old St. Nick, which continued to operate minimally into the 1990's, employed more than 1,000 workers, and processed more than 10,000 tons every day. "That's more than the nation's entire industry produces in a day now," Rich said. "It served the war effort – it served the whole nation. It was the real McCoy."

Major, Metz and Rich agree there is only one element missing from the equation to save the St. Nicholas breaker. "What we need in Schuylkill County is an organization that is willing to step forward and dedicate itself to saving the St. Nicholas breaker as a historical landmark," Major said. "Our intention is to preserve history," Rich said. "But this part of the project is beyond our scope."

(Member Phil Mulligan brought this article to our attention—Ed.)

TRAIN CONSIST NEEDED

Acting Trip Chairman Larry Eastwood needs the number of the next-to-last car on the September 8 Strasburg trip. Cars 2520, 2410, 2559 and 2408 were the 1st, 2nd, 3rd and 5th cars. Please call Larry at 215-947-5769 and leave number.

2002 Dues Renewal Season Is Here

The 2002 dues renewal season is arriving, and bills will be mailed to members during the month of October. Chapter-only members may expect to receive their bills at about the same time as this issue is mailed, and full members who pay their National dues through Philadelphia Chapter should look for their bills at the end of October, according to Chapter Treasurer Rich Copeland.

Dues for a full National member have increased this year to \$35.00 per member (\$20.00 National and \$15.00 Chapter dues). Dues for an additional family member are \$4.00 (\$3.00 National and \$1.00 Chapter). Chapter-only dues for those members holding their primary NRHS membership through another Chapter remain at \$16.00 per year. Members are reminded that National membership is a requirement to holding a chapter membership.

Members are asked to consider providing additional financial support above and beyond their dues to both the National and Chapter for ongoing projects. The FP7 committee has advised that they need to consider replacing the brake control system on both FP7 902 and 903 as part of the ongoing restoration and upgrading project on the two locomotives. It is estimated that this will cost between \$5,000 and \$10,000 per locomotive.

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(Trains).....In August, NS placed in operation a new signal system between Wyomissing Junction, near Reading, and Womelsdorf, on the former Reading Lebanon Valley branch. This allows operations on either track in either direction between Wyomissing and Prescott, near Lebanon, and is a major step in modernizing the signal system between Harrisburg, Reading and eventually Allentown (Pottstown & Reading Chapter).....Following up on our report in last month's *Cinders*, CSX has paid out nearly \$100,000 in compensation to Baltimore businesses affected by the derailment and fire in the Howard Street tunnel on July 18 (*Weekly Rail Recap*).

It now appears that the on-again, off-again merger between the Brotherhood of Locomotive Engineers and the United Transportation Union, set for January 1, 2002 is off again. A Federal judge has ordered the impounding of all ballots from BLE members following a lawsuit against the merger filed by three officers of the BLE (*Weekly Rail Recap*).....Canadian Pacific, Ltd. shareholders last month approved the spinoff of CP's five subsidiaries, including CANADIAN PACIFIC RAILWAY. The companies were to become independent about October 1 (*Trains*).....USX has announced that it will shut down its remaining operations at the Fairless Works in Bucks County. Closing of the cold rolling and tin mills will adversely affect NORFOLK SOUTHERN's business through the Morrisville yard (Pottstown & Reading Chapter).....No U.S. railroads achieved "revenue adequacy" during 2000, according to a report by the

Surface Transportation Board. In order to be considered revenue adequate, a railroad must earn its cost of capital, which in 2000 would have required a return on investment of about 11 percent. NORFOLK SOUTHERN's ROI was 5.5 percent while CSX's was 3.6 percent. GRAND TRUNK WESTERN was the only "adequate" railroad in 1999 and ILLINOIS CENTRAL in 1998.

NJ TRANSIT has ordered 33 four-axle, 4,000-hp diesel locomotives from Alstom to replace its fleet of GP40-2's and similar units. Under terms of the \$175-million deal, the locomotives will be equipped with EMD 16-cylinder 710 engines (*Trains*).....All 51 candidates for the Miss America crown rode a special NJT train from 30th Street Station to Atlantic City on September 10. The winner, Miss Oregon, was chosen at the pageant September 22.....NJT has donated three of its 24 retired Newark City Subway PCC cars to the New Jersey Transportation Heritage Center, to be built at Phillipsburg. In August, the venerable PCC fleet was replaced with new light rail vehicles (Jersey Central Chapter).....NJT has been encountering a problem with forged tickets, mostly monthly passes. The agency is altering the tickets to make them more difficult to replicate (Jersey Central Chapter).

**Philadelphia Chapter, NRHS
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