



CINDERS

SEPTEMBER 2001



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PHILADELPHIA CHAPTER
 National Railway Historical Society Inc.
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NATIONAL RAILWAY HISTORICAL SOCIETY PHILADELPHIA CHAPTER, INC.

Post Office Box 7302, Philadelphia, PA 19101-7302

Founded 1936, Incorporated 1973 as a 501c3 non-profit corporation

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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 and E-Mail address so our Membership List is complete. We will notify the NRHS National Headquarters of the change.

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

Restored E8's to Head Excursion to Altoona Railfest

Juniata Terminal's E8 locomotives #5711 and 5809, beautifully restored to their 1955-vintage Pennsylvania Railroad tuscan-red livery, will lead the "Capitol West" excursion train from Harrisburg to Altoona and return on October 6-7. The special train is being operated in connection with Altoona Railfest 2001 the same weekend, and will be used for the traditional Horseshoe Curve excursions during Railfest.

The "Capitol West" is scheduled to leave Amtrak's Harrisburg station at 7:45 AM on Saturday, arriving in Altoona about 10:45 to board passengers for the 11 AM Horseshoe Curve excursion to Gallitzin, which returns to Altoona at 12:15 PM. The round-trip fares from Harrisburg (\$100 coach and \$200 first class) include the loop to Horseshoe Curve and Gallitzin, as well as admission to all Railfest events (see the "Extra List" in this issue).

The E8's and their consist of MARC coaches and first-class equipment will also be used on the six other Horseshoe Curve runs during the weekend, and will return to Harrisburg and Philadelphia Sunday evening. "Capitol West" passengers who wish to stay in Altoona one day only, and who order their tickets by September 10, will receive a free return ticket on Amtrak train #44, the **Pennsylvanian**, scheduled to depart Altoona station at 7:04 PM Saturday. Accommodations are limited in the Altoona area that day because of a Penn State home football game in nearby University Park.



Tickets for the "Capitol West" excursion are available from the Harrisburg Chapter NRHS, Railfest Trip, 637 Walnut Street, Harrisburg, PA 17101-1924, with checks made payable to the Chapter. A stamped, self-addressed envelope should be enclosed with each order. For further information, telephone the Chapter at 717-232-6221 or visit its website at nrhs-hbg.pennsyr.com.

Juniata Terminal President Bennett Levin purchased the 5711 and 5809 from CSX and Norfolk Southern, after the stately units had served in Conrail's executive train service as #4021 and 4020, respectively. His son Eric headed the restoration effort at JTFS's Philadelphia shop. The 5711 was built for the PRR by Electro-Motive in 1952, a year after the 5809.

MEETING NOTICE:

FRIDAY EVENING, SEPTEMBER 21, 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 September 21, 2001 meeting will feature the annual Members' Slide Program, at which you are able to screen slides of your own personal rail activities during this Summer of 2001. Perhaps you attended the 2001 NRHS St. Louis Convention, captured Amtrak's diminishing fleet of F40 diesels, or maybe that rare lashup of freight diesels still in Conrail blue (but renumbered). You're invited to share this summer's memories with your fellow members at our annual Members' Slide Program.

The evening begins with our usual sit-down dinner in the Eakins Lounge, 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, SEPTEMBER 18, 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 join us on September 21st as we begin another meeting season and share your recent slides with us.

**Don't forget to turn in your
GENUARDI'S Family Markets
cash register tapes.
They support RDG FP7 #903!
Give or send them to Secretary Marie Eastwood**

Philadelphia Chapter Leads NRHS in 2001 Membership

According to the National Railway Historical Society's "On Board Report" dated August 24, 2001, Philadelphia Chapter this year has regained its position as the largest chapter in NRHS.

Our Chapter has 485 "home" members paid for the year 2001. That number is likely to increase following our September 8 FP7 excursion to Strasburg, as excursions generally draw new members to NRHS chapters who sponsor them.

As information, the next largest chapters of the Society are as follows: Central Coast (468), Ontario & Western (401), Washington, DC (372), St. Louis (360), Atlanta (294), Chicago (286), Long Island-Sunrise Trail (276), Pacific Northwest (248) and, tied for tenth place are Gulf Coast and Lancaster chapters, with 245 members each.

DAVID H. COPE

August 17, 2001

It is with sadness that we report to you the passing of NRHS Charter Member David H. Cope, of Elizabethtown, Pennsylvania, on Friday, August 17, 2001 at the age of 87.

A native of Philadelphia, Dave went to work for the Pennsylvania Railroad in 1936, ultimately working as an electrician in Wilmington shop by 1942. With the advent of World War II, Dave enlisted in the Coast Guard, serving until the end of hostilities. He then studied at the University of Pennsylvania, working in sales until he retired in 1980.

In his retirement years, Dave was well known as an avid traction modeler, and even had worked with the large model railroad layout in the Masonic Home in Elizabethtown. His early rail enthusiast years he spent meticulously photographing the local rail scene, and many of his photos were presented in *Trackside Around Philadelphia 1946-1969*, done by Bert Pennypacker. The book, published by Morning Sun Books, also included work by Bill Ellis and Frank Watson.

Dave is survived by two daughters, Linda C. Onyeausi and Phyllis C. DeFelice. A memorial service was held at the Frank C. Videon Funeral Home in Broomall on Wednesday, August 22.

Cope should be remembered as one of the pioneers of NRHS, for we today are the beneficiaries of his vision as not only a charter member, but the consummate photographer he was, shooting 35mm color as early as 1940.

Train Show Volunteers Urgently Needed

Philadelphia Chapter will appear at numerous train shows throughout the Delaware Valley this busy fall and winter season, providing membership information, as well as selling books to provide additional funding for the Chapter's ongoing Reading FP7 #903 restoration and operation project.

Chapter President Dave Kopena on September 1 issued an urgent appeal for more volunteers to staff tables at these shows. "It seems like the same few members, including myself, are the ones who man our tables," Kopena said, noting that just a few more members would volunteering one or two hours of their time would ease the burden on those now regularly staffing the tables. Members who can assist should call Dave at 215-441-8092 to place their name on the schedule. The Chapter has a busy schedule, with appearances set at the following shows:

SEPTEMBER 29, 2001: Delaware Transportation Festival, Amtrak Wilmington station, 10 AM- 5 PM. The two Reading FP7's will be on display and open for tours at this event.

NOVEMBER 3-4, 2001: Greenberg's Show, South Jersey Expo Center, Pennsauken, NJ, 10 AM-4 PM.

NOVEMBER 17, 2001: Chalfont Borough PBA Train Show, Lenape Middle School, Doylestown, PA, 9 AM-3 PM

DECEMBER 8-9, 2001: Greenberg's Show, Expo Center, Fort Washington, PA, 10 AM- 4 PM.

FEBRUARY 16-17, 2002: Greenberg's Show, Expo Center, Fort Washington, PA, 10 AM-4 PM.

MARCH 9-10, 2002: Greenberg's Show, South Jersey Expo Center, Pennsauken, NJ, 10 AM-4 PM.



Despite numerous signs that Amtrak is in serious, and worsening, financial condition, management seems to have taken a clue from *The King and I*, in which the teacher exhorts her pupils to "whistle a happy tune so no one will suspect I'm afraid". Amtrak's recently announced offer of enhanced retirement benefits has had the effect of stripping its ranks of the most experienced managers, including many who have any solid railroad experience. The upcoming holidays and winter season will prove interesting.

While the July 9 schedule change primarily affected the Northeast Corridor, other trains were adjusted, too. Those changes show Train 41 **Three Rivers** running 15 minutes earlier from Youngstown, OH to Hammond-Whiting, IN. Train 48 **Lake Shore Limited** runs ten minutes later between Chicago and Cleveland, but is retimed eastward to arrive in New York ten minutes earlier. Counterpart Train 49 leaves New York five minutes later and is carded 25 minutes earlier Schenectady to Chicago, but experience demonstrates it rarely is on schedule. Connecting Train 449 from Boston to Albany is adjusted to run five to 15 minutes later from enroute points.

On August 13, two additional Acela Express round-trips were added weekdays and an additional weekend trip added. Added were New York-Washington Train 2151, which replaces Metroliner 107, and Washington-New York 2114, replacing Metroliner 124. Between Boston and Washington, new Train 2159 replaces Metroliner 115 between New York and Washington, and northbound Train 2172 to Boston replaces Metroliner 120 between Washington and New York, but the trains represent an additional schedule in each direction between Manhattan and Beantown.

Weekend Acela Express 2201 replaces Train 205 Saturday mornings, and on Sunday Train 2203 replaces 207. Also on weekends, present Acela Express 2256 is extended from Washington, replacing Metroliner 218. Acela Regional trains 171, 190 and 174 have lengthened schedules for operational reasons.

The next schedule change is set for September 30 and this should see the addition of two more Acela Express trainsets, freeing up three Metroliner consists. The coaches will be available for added business class service and the new Boston-Portland trains.

We have consistently used trainset numbers to identify the various Acela Express consists. For the record, we again list the power units on the first 18 trainsets, as follows:

1	2000, 2002
2	2001, 2003
3	2004, 2005
4	2008, 2018
5	2009, 2020
6	2030, 2031
7	2032, 2034
8	2014, 2019
9	2035, 2039
10	2016, 2038

11	2017, 2036
12	2006, 2037
13	2027, 2033
14	2010, 2015
15	2007, 2028
16	2012, 2013
17	2011, 2022
18	2023, 2025

The remaining two trainsets (19 and 20) will include the final four power units, 2021, 2024, 2026 and 2029.

Trainset 2 is operating on the Corridor to test various components to allow in-service modifications. This consist includes an extra coach instead of a café, and geometry car 10003 instead of car 3200. Since it was delivered without a completed interior, this set should be the last to return to the factory for completion and entry into revenue service. Possibly, a completed trainset could be instrumented to allow for continued testing while this consist is brought up to production standard.

As of mid-August the remaining undelivered trainsets are 1, 3, 4, 19 and 20. Since it takes up to two months to commission a trainset for active service following delivery, the entire fleet of 20 sets should not be available until 2002.

While there are actually 11 Acela Express trainsets in service, only nine are required weekdays and seven weekends. Each day, a spare consist is available at Boston and Washington. On weekends, New York and Washington have an additional trainset for shopping.

In motive power news, Amtrak's AEM-7AC program continues to move slowly forward. As of August 1, units released included 916 (11/99), 918 (2/00), 924 (4/00), 901 (7/00), 905 (8/00), 920 (10/00), 919 (12/00), 908 (1/01), 927 (3/01), 935 (4/01), 946 (5/01), 940 (6/01) and 943 (8/01). In Wilmington shop are 913 (fire damage 11/2000), 917, 921, 923, 925, 929, 938 and 941.

This will bring shopped units to 21 of the first 30 units authorized, which includes some of the units built later. In other words, Amtrak selected the AEM-7's most in need of an overhaul. All of the above goes on the assumption that all units released have been as remanufactured locomotives, but it is always possible that Amtrak may schedule some "in kind" overhauls because the heavy remanufacturing program is running behind schedule. Also, the release dates do not necessarily agree with the date shown on the rebuild plates on each locomotive, which were apparently stamped with the intended month of release.

New GE P42 locomotives #136-185 have been delivered this summer, with the 186 through 205 (and possibly 207) still to come. P42 182 is named "Governor Tommy G. Thompson", after the former chairman, Wisconsin governor and

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ON THE SCENE (Continued from Page 3)

current Cabinet secretary. Unit 169 is the first P42 to be delivered in a simplified paint scheme with different placement of the blue paint, thinner red stripe and only two instead of four Amtrak logos. This unit was released from GE on May 30, but I don't know if any units repainted by Beech Grove have also received the revised scheme.

The 30 P40 units assigned to the Northeast are 800-803 at Washington (Tidewater service) and 804-831 (except 807, 819 and 829) plus 837 along the Corridor. While Tidewater and New England are now GE country, five F40's are still in Boston while ACSES speed control equipment is fitted to some GE's. Units 265, 280, 282, 288, 291 and 413 have been noted, although the 282 does not have ACSES equipment and could be found on the **Vermont**. These units are backing up the 800-series GE P40's, especially on the Shore Line as protect units for failing electrics.

As they fade into the twilight of their careers, there were 20 F40's equipped with ACSES equipment, but seven have been stored and have had this equipment removed (203, 206, 207, 216, 241, 260 and 273). Another unit (244) is leased to MBTA and the other 12 survive. F40's 271, 278 and 316 have been transferred to maintenance-of-way service. Units 226, 268 and 411 are still at Albany-Rensselaer, mainly used in Trains 63 and 64, the **Maple Leaf**, between A-R and Toronto. However, as VIA Rail Canada is set to receive 21 GE P42's shortly, maintenance crews at Toronto will become familiar with the Genesis units and P40's should then operate through to Toronto.

There are also seven F40's assigned to Amtrak West. Recently, 399 and 400 were in the Pacific Northwest, where they replaced cab cars between Portland and Eugene (they ride better on UP's track). The 372 is leased to San Diego's Coaster service, but also may run on Amtrak's Surfliner trains at times. The 231 and 381 were substituting for P42's on the **Coast Starlight**. Finally, the 383 and 415 were running on San Joaquin trains out of Emeryville, CA.

The 500-series GE P32's, originally delivered in the flamboyant "Pepsi can" livery, are being placed into yard service. Units 503 and 504 are at Los Angeles, the 506 at Sanford, FL, the 515 at St. Louis and the 516 at Beech Grove, as examples. Unit 508 is stored, following a derailment accident on Train 851, the **Kentucky Cardinal** on February 15, 2001.

Equipment notes find a small number of Horizon fleet coaches receiving 60 leg-rest seats, and thus new numbers. These cars are 51000 (ex-54071), 51001 (ex-54046), 51002 (ex-54019) and 51500 (ex-54502).

Intercity's last new equipment program may involve the conversion of Amfleet I café cars to 20-seat Amdinettes. Cars 20000-20001, 20003, 20005-20006, 20012, 43010 and 43027 are involved. Four cars have been converted and renumbered as follows: 20000 to 20250 (7-13-01), 20001 to 20251 (7-24-01), 20005 to 20253 (8-07-01) and 43010 to 48256 (8-03-01). Also in Amfleet I notes, three Capstone cars have evolved, which are conversions to café cars. Car 85004 (ex-20130 - Amclub) was released on 2-08-01, 85005 (ex-20238 - Amdinette) on 4-03-01 and 85501 (ex-48153 - club-dinette) on 8-01-01.

Amfleet café cars (full table dinettes) can be used to replace some of the oldest food service cars (i.e., the **Adirondack**

Heritage lounges). If Amtrak could ever find any money, the full clubs would make excellent candidates for conversion to Capstone café cars.

In some anticipated expansion notes, the State of Florida has undoubtedly dealt a fatal blow to any plans to restore and expand service in the Sunshine State by declining to appropriate any funds to pay for necessary improvements to track and signals along the Florida East Coast route.

Service to Maine slowly advances, but first class service is expected to be provided in split club cars. There are eight cars in service and car 20145 will be the first car to be converted. Like the five cars modified years ago for Atlantic City service, these cars will be renumbered into the 48000-series (20145 will become the 48145).

A second former Auto Train buffet car has been converted to a diner. The 8531 was the former 8711 and was released on March 29, 2001.

Three baggage cars have been outfitted with bicycle racks for assignment to the **Twilight Shoreliner**. Car 1855 is the former 1225, 1856 the former 1219 and 1857 the former 1209. The first ExpressTrak refrigerator cars are being delivered in the 74000-series.

Metroliner trainsets now include eight weekday sets on Metroliner schedules and a ninth on Trains 12 and 149 between Washington and Springfield. Acela Regional consists tie up at New York (four) and Washington (five). On weekends, a New York set continues the usual practice of running up to Niagara Falls as Train 283, returning the next day on Train 288.

The second annual movement of motorcyclists and their gear operated in early August out of Boston. The equipment ran on the rear of Trains 449 and 49, but ahead of the MHC's and box cars (no RoadRailers). The train was, yet again, hours late into Chicago, where the consist was separated and P42's 127 and 40 added. The **Caritas** was swapped to the rear and the train operated as an extra from Chicago west, via Omaha. The consist of the train was 28001-**Atlanta Club**, 25041, diner 8554, Viewliners 62040-**Summit View** and 62020-**Moonlight View**, **Caritas** and MHC's 1413, 1422 and 1454.

I recently made a round-trip from Syracuse to Chicago on Trains 49 and 48, and the train was hours late both ways. I returned home from Hammond-Whiting (rumors are ripe that this station will be closed) and both ways, the wait was made interesting by a constant parade of freight train action.

Baltimore's Pennsylvania Station is being redeveloped to provide a hotel on its upper floors, with Amtrak offices being relocated elsewhere in the city. Although the location is away from the prime Harborfront area, it does boast excellent transportation access (including expressways) and is near State offices and opera facilities.

The Philadelphia Chapter on July 9 opened an exhibit of over 500 train and trolley photos in the Souvenir Building at Willow Grove Park. The exhibit is a free display, open during park hours for the duration of the park season. Those having the opportunity should see the exhibit.

The Chapter is planning another Maryland & Pennsylvania R. R. trip for the second or third Sunday in September.

The above was shown in the *National Railway Historical Society Quarterly*, Volume 2, Number 2, July-August, 1939. It looks like an interesting exhibit, doesn't it??

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



SEPTA REGIONAL RAIL

It was a good news/bad news summer for SEPTA Regional Rail. Among the good news was the speedy completion of the 114-foot steel-and-concrete bridge over Sandy Run on the Mainline at Fort Washington (see July *Cinders*). A round-the-clock work schedule on the new \$5-million span made possible the resumption of R5 Lansdale-Doylestown service on July 23—just 37 days after the deluge from Tropical Storm Allison washed out the old stone bridge on June 16.

SEPTA proudly distributed a nice four-color “before-and-after” card showing photos of the washed-out bridge—with tracks suspended in the air—and of the new bridge just a month later. CSX, which had been using the Stony Creek branch out of Norristown to access customers in the Lansdale-Souderton area, returned its trains to the SEPTA Mainline from Philadelphia. SEPTA wisely used the time that the track was out of service to build the planned pedestrian underpass just south of Fort Washington station (see January *Cinders*).

The bad news was the heat wave that blanketed the region early last month, which saw temperatures in Philadelphia reaching 101 degrees on August 9. Regional Rail was forced to reduce the maximum speeds of its trains because of the possibility of overheated equipment and sagging catenary. On Friday the 10th four AEM-7 locomotives shut down during the afternoon rush hour due to the heat, causing serious delays.....SEPTA and its riders also endured continuing problems at three of its station restoration projects on the R5 Paoli-Thorndale line. Work was halted for several months at historic Strafford station because of a legal dispute with the contractor, and some new concrete stairways have been demolished. Construction is moving ahead at Radnor station after several engineering problems were resolved, and a new steel-framed inbound shelter is being erected. Overbrook, as always, appears to be progressing at the usual glacial pace. SEPTA told the *Suburban & Wayne Times* that the Strafford project should be completed “before winter” and Radnor “by the end of the year” (Pat Purcell).

SEPTA has completed the installation of welded rail on the northbound track of the R3 Neshaminy Line from Jenkintown to Philmont (5.5 miles), and in January will begin installing welded rail on the remaining four miles between Philmont and Neshaminy Falls. The catenary over both tracks between Philmont and

Neshaminy Falls has been replaced, allowing resumption of the normal 70-mph track speed for all trains between those points. Work has begun on replacing the catenary between Jenkintown and Philmont. Ultimately, the catenary will be replaced all the way to West Trenton, 22 miles from Jenkintown. New 400-foot platforms have been built at Somerton station and a prefabricated station building is to be installed soon. A new building at the expanding Woodbourne stop is also programmed for completion by next summer.

SEPTA last month completed its summer track and brush-clearing project on the R8 Chestnut Hill West Line, shifting the workforce to the R7 Chestnut Hill East Line effective September 4. Some minor adjustments in train schedules have been made.....The planned reopening of the R2 Baldwin station near Eddystone (see February *Cinders*) has been indefinitely postponed because of a dispute over construction of mini-high-level platforms, which could restrict the movement of large freight cars on this AMTRAK-owned line.

SW1200 switcher #51 was returned to SEPTA from Brookville Locomotive Works in July, boasting a new Caterpillar prime mover. Sister unit 50 had earlier received a similar upgrade and #52 also is expected to visit Brookville.....Ex-Alco “power pak” unit #615, used by SEPTA for gel train service during the fall leaf season, has been sitting out at Wayne Junction shop for some time, resplendent in its new blue paint scheme with yellow stripe.....Budd Silverliner II #205 has received a new static converter, replacing the usual motor alternator (Wayne Bode).....SEPTA is installing a new escalator to the center platform (tracks #5-6) on the Upper Level of 30th Street Station.....Rail passenger authorities may find it easier to obtain trackage rights over freight railroads in metropolitan areas, if a bill introduced in the House Transportation & Infrastructure Subcommittee on Railroads becomes law. The legislation—which is opposed by the Association of American Railroads—would give the Surface Transportation Board the power to settle disputes between freight carriers and promoters of rail commuter service (AAR *Train-It*).



SEPTA TRANSIT

A Common Pleas Court judge in mid-July refused to roll back the fare increases that SEPTA placed in effect July 1, saying that the agency had followed legal procedures in determining the new fares. But ACORN, one of the consumer groups that had challenged the increases, was still threatening last month to appeal the decision to Commonwealth Court.....For the full Fiscal Year 2001 ending June 30 SEPTA’s average daily ridership of 723,000 was one percent below budget but three percent higher than the previous year. Total passenger revenues of

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\$288.3 million were 1.5 percent below budget but one percent above FY 2000. Regional Rail again was the standout division, logging an average of 103,000 daily riders, four percent above budget and ten percent higher than FY 2000. RRD's revenues of \$79.1 million were one percent better than budget and four percent ahead of the previous year.

With the summer trackwork program complete, Route 10 returned to full rail service on September 2, concurrent with the fall transit schedules. On the same date, expanded suburban fare zones became effective on 15 bus and trolley routes, reducing costs for riders.....The first 100 low-floor buses from New Flyer should begin arriving next month, with the final 100 to be delivered in the spring. The first two experimental hybrid buses (combining diesel and electric power) should also arrive this fall.....The City's tourist-hauling Phlash buses, which are operated by SEPTA, served a record 31,000 passengers in July. The seven-year-old service, which links tourist attractions between Penn's Landing and the Art Museum, uses a fleet of ten buses.

Montgomery County has reconsidered its decision to appoint Robert Asher to a five-year term on the SEPTA board (see July Cinders). Named instead was Thomas J. Ellis, an attorney from Cheltenham, to replace former Commissioner Mario Mele. Asher's nomination raised eyebrows because the former Republican state chairman had been convicted in 1986 of mail fraud, perjury and conspiracy.....The U.S. House has overwhelmingly approved a \$6.7-billion transportation spending bill for FY 2002 beginning October 1. The bill contains several "earmarks" for SEPTA, including \$2.5 million for replacing Callowhill bus garage and \$2 million for new trackless trolleys. A Senate committee has added \$16 million in New Starts funding for the proposed Schuylkill Valley Metro project.

Construction is proceeding apace on new track and wire for the revived Route 15 light rail line on Girard Avenue. Last month all-new track was being installed in the vicinity of Lancaster Avenue in West Philadelphia.....At its October meeting, the SEPTA board may be asked to approve a contract for rebuilding 18 stored PCC cars for the Girard Avenue line.....The American Public Transportation Association will hold its annual meeting in Philadelphia September 30-October 4, based at the Philadelphia Marriott and Wyndham Franklin Plaza Hotels. This meeting attracts transit industry leaders from all over the U. S.....A somewhat less prestigious meeting will be held at the Hilton Garden Inn September 15-16. It is the RRPI Conference (Representing Rail Passengers' Interests) and is open to everyone. The registration fee is \$265 to RRPI, P. O. Box 9373, St. Louis, MO 63117.

A 12-year-old boy was killed July 11 when he put his head out of the motorman's cab of a Broad Street subway car near the Race-Vine station and was struck by a support column. The press reported that it was a common occurrence for young riders to pick the lock on the cab doors and SEPTA was in the process of fitting the doors with hard-to-open deadbolt locks. The *Daily News* later ran an editorial defending SEPTA and blaming the accident on the victim because "common sense dictates that you don't stick your head out the window of a moving train..." SEPTA was criticized, however, for failing to notify the media of the death and what caused it, relying instead on the Police Department to do so.

Work is well underway on the Market Street elevated reconstruction project. To allow for track and signal work, the line was based on five weekends during July and August between 15th Street and 69th Street Terminal. The \$420-million project will see a dramatic change in the el between 46th and 63rd Streets, as the current double row of steel columns is replaced by a single-column support structure. Six el stations will be rebuilt and two new equipment buildings—already under construction—will be located at 52nd and 63rd Streets. The 30th Street subway station will get a \$4.5-million overhaul, with the installation of four elevators for disabled access. One will link the street to the mezzanine, one the mezzanine to the Market-Frankford platform and one each to the eastbound and westbound trolley platforms. SEPTA says that the project will start early next year and take about 12 months to complete. One error appeared in the *Metro* (and website) article on this project: The station was not opened in the 1940's as stated but rather in November 1955 when the new subway was completed west of 22nd Street.....The reconstructed Allegheny station on the Frankford el was opened in late June.



AMTRAK

In July, AMTRAK President George Warrington announced a major restructuring of the passenger railroad. This includes the consolidation of all four strategic business units under one executive vice president of operations, and the offer of voluntary separation or early retirement to approximately 2,900 management employees (regardless of their skills or experience). Warrington added that "Amtrak will also intensify its review of all operations for further efficiencies." Nothing was said about an earlier report in the press that the company was planning to trim its unionized workforce by up to 15 percent, and to cut some of its train service. (Amtrak has about 4,000 employees, both hourly and management, in the Philadelphia region.) Northeast Corridor President E. S. (Stan) Bagley was named as the new EVP-operations—the NEC, Amtrak West, Intercity and Mail & Express Business Units and several other departments reporting to him. Earlier, Warrington told a Congressional committee that Amtrak would reduce its Federal operating support from \$318 million in 1999 to \$59 million in the current fiscal year.

AMTRAK confirmed a report last month that ridership on its new Acela Express service is running about six percent below forecasts, and revenues are three percent less than expected. The reason given is the current decline in business travel nationwide (*Weekly Rail Recap*).....AMTRAK is continuing its 30th anniversary 30-percent discount on coach fares through December 14 (the Thanksgiving holiday period will be blacked out). The promotion originally was to expire on August 31.....The authoritative *Kiplinger Washington Letter* reports that Congress will approve the High Speed Rail Investment Act, which will authorize AMTRAK to issue \$12 billion in bonds over the next ten years to fund passenger train improvements. *Kiplinger* also predicts that Amtrak won't scrap any of its routes in its effort to become operationally self-sufficient by 2003.

One AMTRAK employee was killed and another seriously injured in Delaware during the summer. On July 31 mail train #12 struck a 44-year-old track worker near Claymont, severing his right arm. Then, on August 16, a worker in the Wilmington shops was fatally injured when a track machine he was repairing fell off the jacks supporting it and crushed

(Continued on Page 7)

PHILADELPHIA EXPRESS

(Continued from Page 6)

him.....Harrisburg-to-Philadelphia train #656 struck and killed a 45-year-old trespasser at Malvern station on the afternoon of July 12, as he was trying to elude police. Several eastbound SEPTA trains were cancelled or delayed, while other rush-hour trains were turned at Paoli while the investigation continued.....Washington, DC Chapter's luxurious Pullman car **Dover Harbor** was damaged in an accident inside AMTRAK's Ivy City carshop in Washington last month. At the time, one end of the car was on jacks because the truck had been removed and sent to the Beech Grove (IN) shop for overhaul. It's uncertain when the car will be repaired.



CSX NS OTHER ROADS

CSX suffered a major disruption on Wednesday, July 18, when a 60-car train derailed and caught fire inside the 1.7-mile Howard Street tunnel in Baltimore. Clouds of smoke poured out of the tunnel, crippling the downtown area and forcing the Baltimore Orioles to cancel three baseball games at the Camden Yards field near the south portal. The 107-year-old single-track tunnel beneath Howard Street is part of CSX's Baltimore Division mainline which extends to Philadelphia and North Jersey. Fortunately, there were no deaths or serious injuries in the nightmarish accident, although some hazardous chemicals were involved. CSX was faced with the problem of detouring dozens of trains, because there was no practical alternative route (AMTRAK's nearby tunnel could not be used). Thus, some north-south trains were rerouted over NORFOLK SOUTHERN lines through Harrisburg and Allentown, while most east-west trains such as Philadelphia-Chicago intermodal hotshots Q135 and Q136 were sent by way of North Jersey, Albany and Buffalo (Clearance restrictions prevented these trains from carrying their usual double-stack containers through West Trenton.) Even Baltimore-Chicago intermodal trains Q137 and Q138 had to take the long way around through Philadelphia. It took work crews until the following Monday before the last of the smoldering freight cars could be dragged out of the tunnel and 950 feet of track replaced. The first train operated through the bore on Tuesday the 24th, but some detouring of trains continued for at least another two weeks. The cause of the derailment has not been announced, but there is some suspicion that a broken water main above the tunnel could have misaligned the track.

CSX has finally redesignated its former CONRAIL lines as CSX-style subdivisions. In this area, the former Trenton Line from Park Junction ("CP-Park") in Philadelphia to Port Reading Junction, NJ via Neshaminy and West Trenton is now the Trenton Subdivision of the Baltimore Division and the former Harrisburg Line over the West Philadelphia High Line to Belmont is now the Harrisburg Subdivision. In charge of this territory is the renamed NI dispatcher in Jacksonville, FL, using AAR radio channel 58 (160.98).....CSX has placed in service a new 1.3-mile-long controlled siding on the Philadelphia Subdivision near Chester (see March *Cinders*).

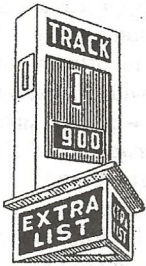
CSX reported second quarter net income of \$108 million, compared with \$48 million in the same quarter a year ago. Revenues of \$2.06 billion were virtually the same as in the previous year's period. NORFOLK SOUTHERN reported second quarter net income of \$107 million, compared with the second quarter of 2000, and its revenues of \$1.59 billion were also about the same as in the previous year (*Weekly Rail Recap*).....The Railroad Subcommittee of the U. S. House Transportation & Infrastructure Committee held a hearing in Altoona on July 16 to consider NS's plan to close the former CONRAIL Hollidaysburg carshop. Among those testifying was NS CEO David Goode, who defended the decision due to depressed business conditions. But the Surface Transportation Board is also looking into the matter because NS's promise to keep the shop open was seen as key to gaining support for its joint takeover of Conrail in 1999 (*Weekly Rail Recap*).

CSX has completed the consolidation of its former CONRAIL customer service center into its main facility in Jacksonville, FL. A total of nine former CR managers and 114 clerical personnel transferred from the Conrail center near Pittsburgh to Jacksonville.....CSX Chairman & CEO John Snow has told a Senate subcommittee that he sees "little or no sentiment for additional major (railroad) mergers among the rails, customers or investors" (*Railway Age*).....CSX and a London (Ont.) firm have formed a joint venture to build and sell a new locomotive operating system which will reduce fuel consumption and meet new Federal limits on diesel locomotive emissions. CSX foresees a cut in nitrous oxide emissions of 92 percent while idling and a saving to CSX of 25 to 30 million gallons of fuel each year once its fleet of 3,600 locomotives is equipped with the new system (*Traffic World*).....NS has followed CSX in painting its locomotive cab roofs white in order to keep the cab interiors cooler in the summer (*Ties & Tracks*).

The "Northern Express," consisting of nine private cars and an NRHS-owned coach, operated a successful "rare-mileage" excursion from Philadelphia to Harrisburg, Erie, Pittsburgh, DuBois and return August 18-21, powered by JUNIATA TERMINAL's restored ex-Pennsy E8's #5711 and 5809. The Pullman **Dover Harbor** was replaced in the consist by the **Palmetto State**, leased by Washington, DC Chapter NRHS because the **Dover** was out of service for repairs.....The DL&W-Alco anniversary weekend in Scranton August 10-12 was a rousing success, with two major excursions operated. Reading Company T&HS members were pleased to see their ex-Reading C630 #5308 teamed with DELAWARE-LACKAWANNA's ex-CANADIAN PACIFIC M636 #3643 on the Saturday excursion to Analomink, and then the same duo was used as a pusher set behind a grain train to Pocono Summit on Sunday!.....Those JUNIATA E8's are lined up for two excursions out of Harrisburg on April 13-14, 2002, in connection with an NRHS directors meeting.

NJ TRANSIT this fall will begin receiving its new ALP-46 electric locomotives, which are similar to AMTRAK's HHP-8's: As a precaution, NJT ran tests with Amtrak HHP-8 #659 last spring (Jersey Central Chapter).....That steel bridge section which toppled into the Rancocas Creek at Riverside, NJ last spring was finally lifted into place last month. This is a major part of the new bridge which will carry NJT's Camden-Trenton light rail line over Rancocas Creek. Construction of the line, including new rail and concrete ties and rebuilt grade crossings, is visible at many points along the 34-mile line.

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SEPTEMBER 15, 2001: Diesel-powered "rare mileage" excursion on Everett Railroad's ex-Pennsy branchlines from Roaring Spring to Martinsburg and Hollidaysburg, PA and return. Train leaves Roaring Spring at 11 AM using two ex-Erie Lackawanna commuter coaches. Order tickets from Horseshoe Curve Chapter NRHS, Treasurer William Mangiacarne (814-943-6784) or National Director Richard Charlesworth (814-695-2201).

SEPTEMBER 20: First of five seminars entitled "Transportation on the Main Line," led by Chapter Member Ronald DeGraw, at Conestoga High School, Berwyn, PA, 7-8:30 PM. Class meets every other Thursday evening. Tuition: \$48. Discussions, films and slides will focus on the carriers serving the Philadelphia Main Line area, including the Pennsylvania and Reading Railroads, Philadelphia & Western and Red Arrow lines. Registration may be made to: Main Line Night School, 260 Gulph Creek Road, Radnor, PA 19087-4519 (telephone 610-687-8201). For further information, telephone 610-687-0460 (website: www.mainlineschoolnight.org).

SEPTEMBER 20: "Railroad Navies of New York Harbor," lecture by Author Thomas Flagg on fleets of barges, tugboats, carfloats and ferries once operated by the railroads in the New York City area, at National Canal Museum, Two Rivers Landing auditorium, Centre Square, Easton, PA, beginning at 7:30 PM. Admission is free. For information, telephone 610-559-6613.

SEPTEMBER 22-23: Fall All Aboard Days at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, featuring steam train rides from the museum, special tours, exhibits and demonstrations, 10 AM-5 PM. Regular admission charges apply. For information, telephone 410-752-2490 (website address: www.borail.org).

SEPTEMBER 22-23: Railfan Weekend at Cumberland, MD, sponsored by Western Maryland Scenic Railroad, featuring special freight and passenger runs, night photo session and tours. Admission: \$100 per person for all events both days. For information, telephone 800-TRAIN-50 (website: www.wmsr.com).

SEPTEMBER 23: Annual Railroadiana & Model Railroad Show & Sale at Dieruff Senior High School, Irving & Washington Streets, Allentown, PA, sponsored by Lehigh Valley Chapter NRHS. Hours: 10 AM-4 PM. Admission: \$3 per person, families \$5. For information, telephone Paul Kuehner at 610-261-0133.

SEPTEMBER 23: Amtrak "Monster Mile Express" from New York, Philadelphia and Wilmington to Dover, DE and return for the NASCAR Winston Cup Series race at Dover Downs International Speedway. Train will operate via Norfolk Southern's Delmarva secondary track between Newark, DE and Dover. Train leaves 30th Street Station at 7:50 AM, Wilmington at 8:15 AM. For further information, telephone 877-835-8725 or 800-USA-RAIL.

SEPTEMBER 29: 13th annual Delaware Transportation Festival at Amtrak station, Front & French Streets, Wilmington, DE 10 AM-5 PM, sponsored by DelDOT and Amtrak. Among the attractions are equipment displays, including NRHS-owned ex-Reading FP7 locomotives, public service and sales tables and food.

Admission is free. Philadelphia Chapter will be represented with an information and sales table. For information, telephone 302-760-2080.

OCTOBER 6: "Capitol West" excursion from Harrisburg to Altoona, PA and return for the Altoona Railfest 2001 (see below), powered by Juniata Terminal's restored Pennsy E8 locomotives #5711 and 5809 in tuscan-red livery. Leaving Amtrak's Harrisburg station at 7:45 AM, the special train will operate westward to Gallitzin via Horseshoe Curve, before returning to Altoona at 12:15 PM. The train will include MARC coaches and first-class equipment. Harrisburg Chapter NRHS is selling tickets for this excursion at \$100 per person for coach seats and \$200 for first-class accommodations. Passengers whose orders are received by September 10 will be given a free return ticket Saturday evening on Amtrak train #44 **Pennsylvanian**, scheduled to depart Altoona at 7:04 PM, or they may return on the special train Sunday evening. Order tickets from: Harrisburg Chapter NRHS, Railfest Trip, 637 Walnut Street, Harrisburg, PA 17101-1924, making checks payable to the Chapter and enclosing stamped, self-addressed envelope. For further information, telephone 717-232-6221 (website: nrhs-hbg.pennsyr.com).

OCTOBER 6-7: Altoona Railfest 2001 at Altoona, PA, sponsored by Altoona Railroaders Memorial Museum, Norfolk Southern and Amtrak. The traditional Horseshoe Curve excursions (three on Saturday, four on Sunday) this year are will be powered by Juniata Terminal's restored ex-Pennsylvania Railroad E8's #5711 and 5809. Among the numerous events scheduled, NS will open several areas of its Juniata shop complex and NS equipment will be on display. Horseshoe Curve specials will leave Altoona station at 11 AM, 1:25 and 3:50 PM Saturday, at 8:35 and 11 AM, 1:25 and 3:50 PM Sunday. Excursion fare: \$14 per person. Altoona Railfest admission: \$15 adults, \$4 children (5-15). For ticket order form telephone 888-425-8666 (museum website: www.railroadcity.com).

OCTOBER 6-7: Fall Spectacular at East Broad Top Railroad, Rockhill Furnace, PA, featuring four operating narrow-gauge steam locomotives and doodlebug M-1, plus activities at the adjoining Rockhill Trolley Museum. For information, write: EBT Railroad, P. O. Box 158, Rockhill Furnace, PA 17294 (telephone 814-447-3011).

THROUGH OCTOBER 8: Garden railway display operates at University of Pennsylvania's Morris Arboretum, 100 Northwestern Avenue in Chestnut Hill, Philadelphia, 10 AM-4 PM weekdays, 10 AM-5 PM weekends. Admission to the Arboretum: \$6 adults, seniors (65 and over) \$5, students \$4, under 6 free. For information, telephone 215-247-5777 (website: www.upenn.edu/morris).

OCTOBER 13: "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).

(Continued on Page 9)

Extra List (Continued from Page 8)

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 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).

PHILADELPHIA EXPRESS (Continued from Page 7)

Soon after the \$330-million tunnel freeway opened in Atlantic City, a major traffic jam occurred. Reason: The automatic gates at the grade crossing behind NJ TRANSIT's railroad station became stuck in the down position on August 11-12. This crossing, which was opposed by the Federal Railroad Administration, has been seen as an impediment to both rail and highway traffic.....NJ TRANSIT will kick off Try Transit Week September 8-14 with its annual festival at historic Hoboken Terminal on Saturday the 8th.....Those legendary PCC cars which have faithfully served NJT's City Subway in Newark since 1954 were formally retired on August 24, replaced by a fleet of 27 new light rail vehicles.....Cesar Vegara, who as AMTRAK's chief designer was responsible for the appearance of the Genesis diesel units, Superliner II cars and Talgo trainsets, has been named chief designer for NJ TRANSIT. He will have authority over the design of new locomotives, cars, buses and facilities (*Railway Age*).

Although 86 percent of Radnor Township residents reportedly favor the proposed 2.2-mile recreational trail along an old Philadelphia & Western right-of-way, PennDOT is still trying to work things out with nearby residents who oppose the project. A PennDOT official told *Main Line Life* that a "NIMBY" lawsuit against the trail remains in the courts but is not holding up progress.....The *Inquirer* on July 29 carried a feature article, complete with photos, about the long-abandoned trolley museum site near Jobstown, NJ.....PATCO implemented the last part of a three-stage fare increase on July 29, which has boosted fares by 50 percent or more since 1999. PATCO's current \$100-million capital budget includes the replacement of wooden ties with concrete ties and a facelift for all of its New Jersey stations.

Editor Larry Eastwood's letter to Railfan & Railroad Magazine concerning the movement of a U. S. Army cavalry regiment was published in the August issue.....After four years of on-again, off-again negotiations, leaders of the United Transportation Union and Brotherhood of Locomotive Engineers have agreed to merge their unions effective January 1, 2002. But the plan is subject to ratification by the 185,000 members of the two unions.....The STRASBURG RAIL ROAD has contracted to build four non-operating "Thomas the Tank Engines" for use on tourist lines around the country. Strasburg's existing "Thomas," rebuilt from an existing steam locomotive, currently is trucked to various museums for operation (Harrisburg Chapter).....The NORTHERN CENTRAL RAILWAY dinner train operation at New Freedom, PA will shut down for good effective September 2 (Trainorders.com).

<p>READING COMPANY BETHAYRES AND NEW YORK Via Bound Brook COACH Good for One Passage in Coaches only for ONE YEAR from date of sale, except as otherwise provided in tariff regulations. S. R. SPENCER Pass'r Traffic Manager Form ACB</p> <p style="text-align: right;">8155</p>	<p>READING COMPANY WAYNE JUNCTION AND LANGHORNE COACH Good for One Passage in Coaches only for ONE YEAR from date of sale, except as otherwise provided in tariff regulations. S. R. SPENCER Pass'r Traffic Manager Form ACB</p> <p style="text-align: right;">4269</p>
<p>READING COMPANY YARDLEY AND NEW YORK Via Bound Brook COACH Good for One Passage in Coaches only for ONE YEAR from date of sale, except as otherwise provided in tariff regulations. W. D. D. Prince Pass'r Traffic Manager Form ACB</p> <p style="text-align: right;">2864</p>	<p>CENTRAL RAILROAD OF NEW JERSEY NEW YORK and BETHAYRES Via Bound Brook Good for One Passage in Coaches only for ONE YEAR from date of sale, except as otherwise provided in tariff regulations. Subject to tariff regulations. Form P60</p> <p style="text-align: right;">393</p>

<p>READING COMPANY READING AND SHAMOKIN COACH Good for One Passage in Coaches only for ONE YEAR from date of sale, except as otherwise provided in tariff regulations. Subject to tariff regulations. W. D. D. Prince Pass'r Traffic Manager Form ACB</p> <p style="text-align: right;">6920</p>	<p>READING COMPANY POTTSTOWN AND POTTSTOWN COACH Good for One Passage in Coaches only for ONE YEAR from date of sale, except as otherwise provided in tariff regulations. Subject to tariff regulations. S. R. SPENCER Pass'r Traffic Manager Form ACB</p> <p style="text-align: right;">801</p>
<p>READING COMPANY POTTSTOWN AND MAHANOK CITY COACH Good for One Passage in Coaches only for ONE YEAR from date of sale, except as otherwise provided in tariff regulations. Subject to tariff regulations. W. D. D. Prince Pass'r Traffic Manager Form ACB</p> <p style="text-align: right;">6398</p>	<p>READING COMPANY FRANKLIN STREET (Reading) AND SHAMOKIN COACH Good for One Passage in Coaches only for ONE YEAR from date of sale, except as otherwise provided in tariff regulations. Subject to tariff regulations. W. D. D. Prince Pass'r Traffic Manager Form ACB</p> <p style="text-align: right;">206</p>

Philadelphia - Easton - Scranton

PENNSYLVANIA RAILROAD

TIME TABLES

Eastern Standard Time

Philadelphia
Trenton
Phillipsburg
Easton
Scranton



Go By Train...

SAFETY—WITH SPEED AND COMFORT

Form 23

Effective 2.01 A. M., September 30, 1951

Fifty years ago this month, the PRR Form 23 shown here took effect between Philadelphia and the Poconos. Who rode this Sunday-only train and can tell us about it?

Miles	EASTERN STANDARD TIME		586 Sun. only	2372 Week- days H
	AM	PM		
Pennsylvania Railroad				
.0	Lv Washington, D. C.	.....	AM	.....
40.1	Baltimore, Md. (Penna. Station)	.....	NB	x 2.00
163.5	Ar Trenton, N. J. (Clinton Street)	.....	.....	2.42
.0	Lv New York, (Penna. Station)	7.30	.....	4.04
10.0	• New York, (Hudson Terminal)	7.15	.....	w 4.00
58.1	• Newark, N. J.	7.45	.....	4.14
	Ar Trenton, N. J. (Clinton Street)	8.31	.....	6.00
.0	Lv Philadelphia, Pa. (Broad St. Station)	8.05	.....	.....
	• Pennsylvania Station (30th Street)	8.10	.....	o 4.17
	• North Philadelphia, Pa.	8.20	.....	4.28
33.3	Ar Trenton, N. J. (Clinton Street)	8.46	.....	6.51
.0	Lv Trenton, N. J. (Clinton Street)	9.10	.....	.....
1.6	• Warren Street (Trenton), N. J.	9.21	.....	8.21
0.4	• Washington Crossing, N. J.	9.35	.....	8.35
16.2	• Lambertville, N. J. p(New Hope, Pa.)	9.40	.....	8.51
19.3	Lv Stockton, N. J. (Center Bridge, Pa.)	9.47	.....	f 9.47
22.6	• Raven Rock, N. J. (Lumberville, Pa.)	9.55	.....	f 6.59
24.3	• Byram, N. J. (Point Pleasant, Pa.)	9.55	.....	f 6.06
31.5	• Frenchtown, N. J. (Uhlenstown, Pa.)	10.01	.....	6.10
35.0	• Milford, N. J. (Upper Black Eddy, Pa.)	10.11	.....	6.24
		10.15	.....	6.32
41.8	Lv Riegelville, N. J. (Riegelville, Pa.)	10.36	.....	f 6.44
50.5	• Phillipsburg, N. J. p(Easton, Pa.)	10.36	.....	7.00
64.5	• Belvidere, N. J.	10.58	.....	.....
67.7	Ar Manunka Chunk, N. J.	.....	.....	.....
Delaware, Lack. & Western R. E.				
69.5	Ar Delaware, N. J.	11.15	.....	.....
72.9	• Portland, Pa.	11.36	.....	.....
75.1	• Water Gap, Pa. (P)	11.45	.....	.....
82.5	• Stroudsburg, Pa.	11.45	.....	.....
3				
.0	Lv Stroudsburg, Pa.	12.21	.....	.....
13.0	Ar Cresco, Pa. (C)	12.45	.....	.....
21.0	• Pocono Summit, Pa. (P)	12.59	.....	.....
61.5	• Scranton, Pa.	1.45	.....	.....
110.1	Binghamton, N. Y.	2.57	.....	.....
110.1	Lv Binghamton, N. Y.	3.05	.....	.....
189.5	Ar Syracuse, N. Y.	5.10	.....	.....
110.1	Lv Binghamton, N. Y. (D. L. & W. Sta.)	3.00	.....	.....
164.0	Ar Norwich, N. Y.	4.20	.....	.....
205.2	• Utica, N. Y. (Bus Terminal-Genesee St.)	6.55	.....	.....
130.8	Ar Owego, N. Y.	3.25	.....	.....
130.8	Lv Owego, N. Y.	3.35	.....	.....
164.3	Ar Ithaca, N. Y. (Bus Terminal-Aurora St.)	4.45	.....	.....
167.1	Ar Elmira, N. Y.	4.09	.....	.....
185.1	• Corning, N. Y.	4.30	.....	.....
315.6	Ar Buffalo, N. Y.	6.45	PM	PM

REFERENCE NOTES.

- # Water Gap is station for Shawnee-on-Delaware and North Water Gap.
- * Cresco is station for Buck Hill Falls, Canadensis, Mountalabama, Paradise Falls, South Sterling and Skytop.
- Pocono Summit is station for Pocono Manor and Pocono Pines.
- † Will not run on Nov. 22, Dec. 25, Jan. 1 and Feb. 22.
- NB No checked baggage handled on this train.
- o No checked baggage between Philadelphia and Trenton.
- † Stops only on signal or notice to agent or conductor to receive or discharge passengers.

EASTERN STANDARD TIME		2339	585
If necessary, trains will wait five minutes at junction points in the State of New Jersey for advertised connecting trains.		Week- days H	Sun. only
Delaware, Lack. & Western R. E.			
AM			
PM			
Delaware, Lack. & Western R. E.			
Lv Buffalo, N. Y.	AM
• Corning, N. Y.	NB
• Elmira, N. Y.	10.15
	12.45
Lv Ithaca, N. Y. (Bus Terminal-Aurora St.)	y11.25
Ar Owego, N. Y.	y12.45
Lv Owego, N. Y.	1.32
Lv Utica, N. Y. (Bus Terminal-Genesee St.)	10.30
• Norwich, N. Y.	12.00
Ar Binghamton, N. Y. (D. L. & W. Sta.)	r 1.20
Lv Syracuse, N. Y.	11.30
Ar Binghamton, N. Y.	1.35
Lv Binghamton, N. Y.	2.08
• Scranton, Pa.	3.15
• Pocono Summit, Pa. (P)	3.59
• Cresco, Pa. (C)	4.12
Ar Stroudsburg, Pa.	4.35
Lv Stroudsburg, Pa.	4.45
• Water Gap, Pa. (P)	4.54
• Portland, Pa.	5.03
• Delaware, N. J.	5.14
Pennsylvania Railroad			
Lv Manunka Chunk, N. J.	5.32
• Belvidere, N. J.	5.51
• Phillipsburg, N. J. p(Easton, Pa.)	6.02
• Riegelville, N. J. (Riegelville, Pa.)	6.04
Lv Milford, N. J. (Upper Black Eddy, Pa.)	6.30
• Frenchtown, N. J. (Uhlenstown, Pa.)	6.39
• Byram, N. J. (Point Pleasant, Pa.)	6.50
• Raven Rock, N. J. (Lumberville, Pa.)	f 6.54
• Stockton, N. J. (Center Bridge, Pa.)	7.01
Lv Lumberville, N. J. p(New Hope, Pa.)	7.11
• Washington Crossing, N. J.	7.22
• Warren Street (Trenton), N. J.	7.36
Ar Trenton, N. J. (Clinton Street)	7.42
Lv Trenton, N. J. (Clinton Street)	e28.00 k 8.13
Ar North Philadelphia, Pa.	e28.28 k 8.53
• Philadelphia, Pa.
• Pennsylvania Station (30th Street)	d28.36 k 9.03
• Broad Street Station	28.40 k 9.08
Lv Trenton, N. J. (Clinton Street)	w27.52 wk7.54
Ar Newark, N. J.	28.50 k3.54
• New York, (Hudson Terminal)	29.13 k3.21
• New York, (Pennsylvania Station)	e29.10 k3.10
Lv Trenton, N. J. (Clinton Street)	x 8.31
Ar Baltimore, Md. (Penna. Station)	11.02
• Washington, D. C.	11.45
AM			
PM			

REFERENCE NOTES—(Continued).

- k Saturdays only.
- o Passengers for Pennsylvania Station transfer at Newark.
- p These towns are on the opposite side of the river from the P. R. R. Station, but there are bridges across the river at those points.
- r Bus on public highway. D. L. & W. R. R. tickets not honored.
- w No checked baggage between New York and Trenton.
- x No checked baggage between Washington and Trenton.
- y Bus on public highway. D. L. & W. R. R. tickets honored.
- z Except Saturdays.

NATIONAL RAILWAY HISTORICAL SOCIETY
PHILADELPHIA CHAPTER, INC.
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