

CINDERAS

APRIL 2002



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Volume 63

Newsletter of the

Number 4

PHILADELPHIA CHAPTER

National Railway Historical Society

Post Office Box 7302

Philadelphia, PA 19101

MEETING NOTICE:

FRIDAY EVENING, APRIL 19, 2002

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

Dinner at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM

Parking in Wills Eye Hospital garage, 9th Street above Locust
(\$6.00 after 6 PM), Parkway garage, also 9th above Locust
(\$5.75 after 6 PM), or Downtown garage, Walnut Street east of
10th (\$4.00 after 6 PM)

Our April 19, 2002 program will feature long-time NRHS Member
Russell Jackson with some vintage movie footage that will be sure
to thrill members. While the complete content of the program was
not known at presstime, it is believed that there will be footage of
Montreal streetcars, as well as European streetcars and steam
railroading. Russ has been documenting rail history for many
years and this program should be a treat.

The evening begins with our usual sit-down dinner in the Faculty
Club, Alumni Hall, Thomas Jefferson University, beginning at
6:15 PM, at a cost of \$20.00 per person. **DINNER
RESERVATIONS ARE MANDATORY and MUST BE MADE
BY TUESDAY EVENING, APRIL 16, 2002** 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!**

Be sure to mark Friday evening, May 17 on your calendars, as
Member Paul Kutta will provide us with a narrated slide program
from his recent trip to Cuba! Rare is the opportunity to view the
rail activity in this Communist country, so make plans to be on
hand as we learn about Cuban railroading in 2002!

RailCamp Candidates Wanted

Do you know a young adult interested in railroading
and rail history preservation who is between 9th and 12th grade
in high school? Philadelphia Chapter will sponsor a RailCamp
attendee to one of two sessions (July 14-20 or 21-27) at the
NRHS/NPS Basic RailCamp 2002 at Steamtown in Scranton
this summer. Learn interpretive techniques, steam locomotive
restoration and operation, train dispatching, railroad operations.
Contact Editor Larry Eastwood for details.

Notice of Annual Meeting & Election

Notice is hereby given of election of Chapter
officers to be held at the Annual Meeting of Philadelphia
Chapter, National Railway Historical Society on Friday
evening, April 19, 2002 at the Faculty Club, Alumni Hall,
Thomas Jefferson University, Philadelphia, PA 19107.

Any member in good standing who is interested in
serving as President, Senior Vice President, Vice President &
Treasurer, Secretary or National Director may be nominated
from the floor at the April 20 meeting.

MARIE K. EASTWOOD
Secretary

Morning Sun Issues New Local Interest Titles; Chapter to Sell

Morning Sun Books has since December 1 announced a
whole selection of hard-cover picture books of special interest to
Philadelphia area rail enthusiasts. Because of this wide selection,
we are conducting a special mail order campaign during April to
allow members to buy these books at reduced prices. New titles
available are:

Lehigh & Hudson River in Color, by Jim Boyd
Trackside Around New York City, 1953-1968, with
Robert Malinoski, by Steve Barry

Trackside Around Allentown, PA, 1947-1968, with
Arthur Angstadt, by Jeremy F. Plant

Pennsy Electric Years, Volume 2, by Bert
Pennypacker

Baldwin Diesels in Color, Volume 1, A-G, by Jim
Boyd

**PRR Color Guide to Freight and Passenger
Equipment, Vol. 3**, by Ian S. Fischer (late 1940's, early 1950's)

New York, Susquehanna & Western in Color, by
Paul R. Tupaczewski

Western Maryland Trackside, with George M.
Leilich, by Jeremy F. Plant

New Jersey Trolleys in Color, by Joseph Eid and
Barker Gummere (rare color views of Atlantic City & Shore,
Atlantic City Transport, Five Mile Beach, PSCT, even NJ Transit)

Reading Company in Color, Vol. 2, by Bert
Pennypacker

(Continued on Page 2)

**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

CHAPTER OFFICERS

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

MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Faculty Club, Second Floor, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner (optional) at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM. No meeting July or August.

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.

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

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

Railroad Slogan Quiz Draws Entrants

An even dozen Chapter members decided to take up the challenge on the Railroad Slogan Quiz published in the March issue of *Cinders*. This contest originally appeared in the May, 1947 issue of *Trains Magazine*, and was provided to us by Member Paul Kutta. How did you do? Here are the CORRECT answers:

1. Union Pacific
2. Louisiana & Arkansas
3. Richmond, Fredericksburg & Potomac
4. Burlington Route (CB&Q)
5. Western Maryland
6. Wabash
7. Chesapeake & Ohio
8. Missouri-Kansas-Texas
9. Baltimore & Ohio
10. Northern Pacific
11. Piedmont & Northern
12. Boston & Maine
13. Louisville & Nashville (also Georgia Railroad)
14. Alton Route
15. Delaware & Hudson
16. Minneapolis & St. Louis
17. Gulf, Mobile & Ohio
18. Lackawanna
19. Tennessee Central
20. Norfolk & Western
21. Lackawanna
22. Atchison, Topeka & Santa Fe
23. Rio Grande
24. Great Northern
25. Canadian National
26. Union Pacific
27. Southern
28. Florida East Coast
29. Pennsylvania
30. Seaboard Air Line
31. Rio Grande
32. Nashville, Chattanooga & St. Louis
33. New York Central
34. Canadian Pacific
35. Reading

A number of our senior members took issue with our scoring, whereby we deducted points from their scores based on their age; we were simply attempting to provide a fair chance for our younger members who never heard of some of these railroads, let alone having ridden on them. In reality, however, the top two entries would have remained exactly where they are with or without the penalty for age.

Chapter-only Member Don Wentzel of Millville, NJ correctly identified 33 of the 35 railroads for a score of 99 (84 with age penalty), and Member Henry Adamcik of Collingdale had 30 of 35 correct for a score of 90 (80 with penalty).

We did neglect to tell you that a railroad name could be used more than once (Lackawanna, Union Pacific). We trust that you enjoyed the challenge. Paul Kutta tells us he's working on another contest which we'll run as soon as he has it finished. Prizes will be awarded to the above two members.

Morning Sun Titles (Continued from Page 1)

The New Jersey book is due to be released April 1, and the long-awaited Reading book on May 1. All of the above books retail for \$59.95 apiece, and are available to *Cinders* readers for \$48.00 each, shipping and tax included. An order form will be found on Page 9 of this issue. Please make checks payable to "PHILADELPHIA CHAPTER, NRHS". Orders which include **Reading Company in Color** will be held until receipt of those books, just about May 1.

Order these titles for your railroad library today. Proceeds benefit the FP7 903 project.

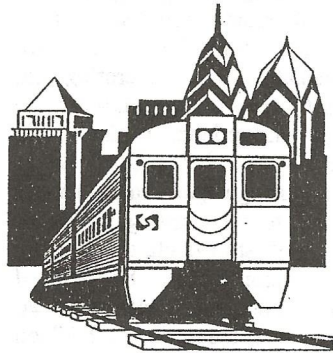
Bryn Athyn Post Office/Station Centennial Update

In March *Cinders*, we informed you of the upcoming centennial (April 7, 2002) of Bryn Athyn Post Office, housed in the former Reading station in that Montgomery County community. The commemorative postcard is completed and it is expected that the ceremonial cancellation will take place Tuesday, April 9. Members wishing to secure cancellations may call 215-947-5769 on April 8 for updated information. A limited number of cancellations (on the card) and blank postcards will be available for sale at either the April or May Chapter meeting.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



SEPTA REGIONAL RAIL

SEPTA's ambitious Schuylkill Valley Metro plan received a boost in late February when one of the City's biggest movers and shakers threw his support behind the \$1.8-billion project. Sam Katz, chief executive of Greater Philadelphia First and two-time Republican candidate for mayor, proposed a public-private partnership to raise the money. He also suggested that the cost of the 62-mile rail line between Philadelphia and Reading could be cut sharply if a single private group were selected to design, build and operate the line, which SEPTA has dubbed MetroRail. One large employer, Vanguard Group of Malvern, has already announced that it will join in the effort.

A week later, on March 7, SEPTA Chairman Pasquale Deon, Sr., and new General Manager Faye Moore formally announced their support for Katz's plan, even though SEPTA might not be the chosen operator. "We are with Sam," Deon said. "We went as far as it could go inside SEPTA. MetroRail needs to have funding that is bigger than SEPTA." Until now, the project seemed virtually unattainable because of the huge capital investment required. The Federal Transit Administration, even though it recently awarded SEPTA \$27.5 million for preliminary engineering work on MetroRail, has made it clear that Uncle Sam will provide no more than 60 percent of the needed funding. Adding to the problem, both the State and various local governments have refused to commit to the other 40 percent. But Katz's plan puts a new perspective on the project--and injects new hope that it is not an impossible dream.

Public hearings were held March 5-7 on the major investment study and draft environmental impact statement for Schuylkill Valley Metro. At the King of Prussia hearing business interests protested a possible regional sales tax to help fund the project. But Katz tried to defuse that rumor by saying that no particular source of revenue had yet been identified. He did propose the creation of a Regional Transportation Authority to oversee SVM, and State Senator James Gerlach of Chester County has agreed to introduce legislation in Harrisburg to set up such a body. Intended to relieve increasing traffic congestion on Routes 422, 202 and the Schuylkill Expressway, as well as revitalize communities between Norristown and Reading, MetroRail is projected to attract 50,000 daily riders by 2020.

Although SEPTA's Silverliner V project team had hoped to issue a request for proposals last month, unresolved issues such as the width of passenger seats (see March Cinders) have caused a further delay.....Increased ridership has forced SEPTA to add a third car to most weekend trains on the R7 Trenton line.....Substantially heavier loads were noted on many Regional Rail trains during the week of the Philadelphia Flower Show early last month. Special ride-anywhere Bouquet Passes were popular and, unlike last year, favorable weather boosted attendance.....An 84-year-old retired Temple University professor was struck and fatally injured by SEPTA R1 train #0150, just as it started to pull out of Glenside station on the evening of March 11. According to press reports, the man had been crossing the tracks between his home and local stores for more than 40 years, rather than walking through the Easton Road underpass. Disturbingly, his 81-year-old widow, also stricken with arthritis, told the *Inquirer* that she intended to continue crossing there, but that she would be "very careful".....The \$4.3-million restoration of historic Strafford station on SEPTA's R5 Paoli-Thorndale line has taken another step forward. The outbound shed has been rolled back into place after completion of work on the wooden structure.



SEPTA TRANSIT

SEPTA has set the dates for public hearings on its Fiscal Year 2003 operating and capital budgets. Hearings on the operating budget are scheduled for May 6-10 in all five counties of the SEPTA region, the Philadelphia sessions to be held May 10 at 11 AM and 5 PM in the Board Room at SEPTA headquarters, 1234 Market Street. The budget document is expected to be released on April 8, and may be reviewed on SEPTA's website (www.septa.org). Hearings on the FY 2003 capital budget and 2003-2014 capital program will be at SEPTA headquarters only on May 14 at 11 AM and 5 PM. These budgets must be approved by the SEPTA board prior to the start of the new fiscal year on July 1, 2002.

SEPTA police arrested a 15-year-old juvenile on charges of phoning in bomb threats against two Market-Frankford trains in West Philadelphia during the evening rush hour on March 5. Both trains were evacuated, one at 60th Street station and one at Millbourne, but nothing suspicious was found. Shuttle buses were placed in operation between 69th Street Terminal and 52nd Street, with normal service resuming about 7 PM. The suspect was traced through his cellular phone calls (*Railpace*).....Market Street between 55th and 57th Streets is to be closed for two weeks beginning March 25 to allow preliminary work on supports for the rebuilt el structureA Route 36 trolley struck a 77-year-old man at 62nd Street & Elmwood Avenue in Southwest

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)

Philadelphia on March 12, disrupting service on the line for more than an hour. The man was treated at a local hospital....SEPTA's center city Shopping Spree buses now cost \$1 to ride.....For several hours on March 7 employees in SEPTA's headquarters building at 1234 Market Street shared one hazard with their rail passengers: they had no restrooms! It seems that water was cut off to the building, with the result that those important facilities were unusable.



March was another eventful month for AMTRAK.

First, Mayor John Robert Smith of Meridian, MS, an Amtrak board member and outspoken advocate for passenger trains, was named chairman of Amtrak, succeeding former Wisconsin Governor Tommy Thompson. Then Amtrak President and CEO George Warrington announced his resignation, after having been named executive director of NJ TRANSIT by new Governor James McGreevey. He is returning to his roots. Prior to becoming president of Amtrak in 1998, Warrington had been president of the Northeast Corridor Business Unit and before that had served as executive director of the Delaware River Port Authority and deputy commissioner of New Jersey DOT. From 1988 to 1990 he had been vice president & general manager of NJ Transit Rail Operations. But Warrington, who is given credit for achieving record ridership and revenue at Amtrak, as well as launching the new Acela service, failed in his attempt to make the railroad operationally self-sufficient. He will stay on at Amtrak until a successor is named.

On February 27 Warrington told the House Appropriations Committee that AMTRAK's request for \$1.2 billion in Federal funding for Fiscal Year 2003 would cover only the basic expenses of running the national train network, and provide for the minimum capital needs of the system. He said that the \$521 million proposed by the Bush Administration is totally inadequate, and would force Amtrak to discontinue 18 long-distance trains on October 1 (see March *Cinders*).....This set off a flurry of activity in Congress dealing with the Amtrak "crisis." In mid-March Senator Ernest F. Hollings of South Carolina, chairman of the Senate Commerce Committee, and Senator John McCain of Arizona, the ranking Republican, criticized the Bush Administration for its failure to submit a plan for the future of Amtrak. After Deputy Transportation Secretary Michael Jackson ran through a list of questions on Amtrak that his department is considering, Hollings told him "We already know how to ask questions. Why is there nothing from the Administration we can act on?" Representative Jack Quinn of New York, chairman of the House Railroads Subcommittee, told Federal Railroad Administrator Allan Rutter that he expected testimony from him on the subject at the Subcommittee's next hearing on April 11. Several western Senators said the current system is much too heavily weighted toward the Northeast, Senator Ron Wyden of Oregon charging that Amtrak is a conspiracy to get rid of all intercity passenger service outside of the Boston-Washington corridor. Jackson had told the Committee that a nationwide passenger rail network would cost between \$2.5

billion and \$3 billion to operate properly, but that the Administration at this time does not support the dismantling or privatizing of Amtrak. Edward Hamberger, president of the Association of American Railroads, made it clear that the freight railroads want to deal with only one national passenger entity--Amtrak. But, he continued, they are tired of subsidizing Amtrak through the less than full compensation they receive for the use of their tracks (NARP).

Earlier last month, Hollings introduced the National Defense Rail Act as "an attempt to create what we did for the highways in the 1950's." The bill would reauthorize AMTRAK as the sole operator of intercity passenger service for the next five years and provide \$2.66 billion annually for its operating and capital needs, including \$320 million to keep the 18 long-distance trains which Amtrak has threatened to discontinue. It also would authorize \$1.26 billion for rail security in Fiscal Year 2003, \$1.55 billion each year for the development of high-speed rail corridors and a \$350-million annual supplement to the existing passenger and freight rail financing program. As of late March, the measure had 29 co-sponsors, including Senator Arlen Specter of Pennsylvania. Meanwhile, the Senate Budget Committee released its budget proposal for FY 2003 which includes the \$1.2 billion Amtrak is seeking. Congressman Quinn said that he plans to introduce an Amtrak reauthorization bill this month. He declared that the current Amtrak law "established conflicting mandates" by requiring a public service organization such as Amtrak to become operationally self-sufficient. Ranking Democrat Robert Clement of Tennessee said "Congress has cheated the American public from the world-class passenger rail system it deserves" (NARP).

For the first time in its history, more people are taking AMTRAK trains between New York and Washington than are flying. During the last quarter of 2001, Amtrak reports that it carried 52 percent of the combined air-rail traffic.....In February 2002, AMTRAK ridership was 6.4 percent above the previous February, passenger miles rose 8.6 percent and revenues were up 17 percent. For the comparable period, domestic airline ridership declined 12.5 percent and passenger miles 10.3 percent (NARP).....AMTRAK reinstated its 30-percent discount program for adult travel until June 15, while accompanying children 15 and under receive a 50-percent discount. The offer does not apply on Acela, Metroliner or AutoTrain services.....Members with at least 5,000 points in the AMTRAK "Guest Rewards" program--similar to the airlines' frequent flyer promotion--can become "select" members eligible for bonus points on future rail travel and other benefits.

The \$140-million agreement between AMTRAK and PennDOT to rehabilitate the Philadelphia-Harrisburg mainline is close to final approval. The program will include installation of welded rail on the entire line to increase train speeds, replacement of worn catenary, improvements to stations and assignment of rebuilt AEM-7 electric locomotives and upgraded Amfleet coaches. Ninety-minute service between endpoints is anticipated. A new station at Harrisburg International Airport also is included in the program (Harrisburg Chapter).....Harrisburg-to-Philadelphia train #616 struck an automobile at the Eby Cheques Road crossing just east of Mount Joy on March 15, killing two occupants. The AMTRAK engineer reported that the driver of the car had gone around the crossing gates, ignoring the flashing lights. Just three highway grade crossings remain on the Harrisburg line.

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PHILADELPHIA EXPRESS (Continued from Page 4)



**CSX
NS
OTHER ROADS**

NORFOLK SOUTHERN has adopted a "matched consist" policy for the use of its locomotive fleet. "Optimum locomotive performance can be obtained if similar diesel units are grouped together in the same consist," explained an NS operating official. These are the groupings: Group Y for yard engines; Group 1, engines used in yard, local or road service, including B23-7, GP38, GP38-2 and GP40-2; Group 2, four-axle units used in merchandise and intermodal service such as B40-8, GP50, GP59 and GP60; Group 3, conventional six-axle units in road service, including SD40 and SD40-2; Group 4, high-adhesion six-axle road units, including C36-7, C39-8, C40-8W, C40-9, C40-9W, SD50, SD60 and SD60MI; Group 5, former CONRAIL alternating-current-drive SD80MAC units (*Trains, Weekly Rail Update*)An NS engineer was killed in the early morning of March 21 when he was struck by a passing AMTRAK train on the Northeast Corridor near the Claymont (DE) station (NARP)Included in the massive highway construction projects in the King of Prussia area is the building of a new bridge for NS over the Schuylkill Expressway. Work will continue nights and weekends through December, restricting traffic on the Expressway.

CSX is leading the railroad industry in adopting remote locomotive control in yard service. CSX has purchased 100 portable belt-pack control units from Cattron-Theimig, which will make it the largest user of the devices in the U.S. when all the units are deployed this fall. One hundred locomotives will be equipped with receiving devices for remote control, and the major roads have negotiated an agreement with the United Transportation Union for their use. CANADIAN NATIONAL and CANADIAN PACIFIC pioneered these remote controlled locomotives in their Canadian operations, but do not use them on lines in the U.S. The devices have been shown to increase safety and productivity (*Traffic World*).....CSX has donated \$500,000 to the B&O Railroad Museum in Baltimore to assist in the museum's ongoing celebration marking the 175th anniversary of the start of construction on the Baltimore & Ohio Railroad in 1828. This will culminate in a ten-day "Fair of the Iron Horse" pageant in July 2003, to which NRHS will bring its 2003 national convention CONRAIL's "NK" tower in Newark, NJ was demolished in March. Possibly the last active free-standing tower in New Jersey, the former Lehigh Valley structure was closed in October 2001 when "NK" interlocking became dispatcher controlled.

AMTRAK President George Warrington will become the new head of NJ TRANSIT (see above), succeeding Jeffrey Warsh who was forced out by newly-elected Governor James McGreevey. The governor called Warrington "the leading rail expert in the nation" but he will face many problems at NJT, including a \$131 million shortfall in the agency's Fiscal Year 2003 operating budget and a flood of complaints about overcrowded trains and aging equipment.....NJT has leased former Newark subway PCC #14 to SAN FRANCISCO MUNICIPAL RAILWAY, adding another car to Muni's growing historic fleet

(Jersey Central Chapter).....NJT has added 30 police officers to its staff, bringing the total force to 141. Three teams of bomb-sniffing dogs will soon be introduced (Jersey Central Chapter).

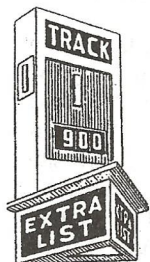
Railroad Development Corp. of Pittsburgh, headed by Chapter Member Henry Posner, has observed its 15th anniversary. RDC operates the IOWA INTERSTATE RAILROAD as well as railroads in South America, Europe and Africa. A photo documentary of RDC's history may be viewed on its website (www.rrdc.com).....The Brotherhood of Locomotive Engineers has received the backing of the powerful Teamsters Union in its long-running struggle against the larger United Transportation Union. BLE, whose members last year rejected a merger with the UTU, reportedly is considering a merger or affiliation with the Teamsters (*Trains*).....Meanwhile, the Brotherhood of Maintenance of Way Employees is conducting merger discussions with the United Steelworkers of America (*Weekly Rail Recap*).....CANADIAN PACIFIC will spend \$20 million to improve efficiencies in its yard operations, adapting NORFOLK SOUTHERN's Thoroughbred Yard Enterprise System (TYES) software to its own conditions (*Traffic World*).

The Budd Company, for many years one of the largest rail shippers in Philadelphia, was the subject of an article in the Inquirer on March 4. The future of Budd's 1915-vintage Hunting Park plant, which has long been a major parts supplier to the nation's automobile companies, could be bleak if Ford significantly reduces its purchases from Budd. Little mention was made of Budd's passenger railcar division, once a large part of its business which was given up several years ago..... Bethlehem Steel's Lukens Plate Division has seen a substantial increase in customer inquiries following President Bush's announcement last month that the U.S. will impose tariffs of up to 30 percent on certain imported steel products. Lukens plants at Coatesville and Conshohocken are served by the Bethlehem-owned BRANDYWINE VALLEY and UPPER MERION & PLYMOUTH RAILROADS, respectively.....Bethlehem Steel, which declared bankruptcy last year, reportedly is considering a merger with arch-rival U.S. Steel, an indication of the state of the American steel industry. The company is trying to sell the last 120 acres of its former works in Bethlehem, PA. Its home plant was closed in 1995, with other segments of the area already under development for such projects as the Smithsonian-affiliated National Museum of Industrial History.

A new airline began service last month between Atlantic City International Airport and Portsmouth, NH. Its name is Boston-Maine Airways, not surprising since its parent company is the reborn Pan American Airways which in turn is owned by the same folks who run GUILFORD TRANSPORTATION. Guilford is the Timothy Mellon enterprise which absorbed the Boston & Maine and Maine Central Railroads.....Ross Rowland's ex-Chesapeake & Ohio 4-8-4 #614, long out of service and at one time up for sale, was set to move to the READING, BLUE MOUNTAIN & NORTHERN at Port Clinton, PA for storage. At a July 2000 auction, RBM&N Owner Andrew Muller reportedly bid \$400,000 for the locomotive, but the bid was rejected (*Railpace*).

PennDOT announced in February that it will award another \$900,000 in rail freight assistance grants to Pennsylvania shortlines and rail shippers. Among the recipients are the GETTYSBURG & NORTHERN, CARBON & SCHUYLKILL and Monroe County Rail Authority, the latter of which is trying to revive passenger service between North Jersey, Stroudsburg and

(Continued on Page 8)



APRIL 7, 2002: Germantown Avenue trolley excursion, sponsored by Rockhill Trolley Museum, will cover majority of Route 23, using silver PCC car. Car departs Germantown Depot 10:00 AM, returns about 2:30 PM. Parking available on SEPTA property. Fare: \$30 adults, \$15 child. For ticket availability, contact Gerhard Salomon at 610-965-9028. Checks and money orders should be made payable to Railways to Yesterday, Inc., but because this notice was received at the last minute, you will need to call to verify availability.

APRIL 11-14: NRHS Board of Directors meeting at Harrisburg, PA, sponsored by Harrisburg Chapter. Events include a Friday excursion over the entire length of the Middletown & Hummelstown Railroad and a Saturday Amtrak excursion Harrisburg-Philadelphia-Perryville-Harrisburg via Norfolk Southern's freight-only Port Road branch, using restored Pennsylvania E8 diesel locomotives. There will be a Saturday evening banquet and the board of directors business meeting will be held Sunday morning. All NRHS members may attend. Registration fee for all events is \$15 per person, the M&H trip \$25 and the banquet \$33 for chicken breast entrée, \$38 for stuffed flounder or \$31 for vegetable strudel. (The Saturday excursion is sold out.) A presentation about the famed Rockville bridge will be given by well-known Rail Historian Dan Cupper on Friday evening (admission free). Meeting headquarters is the Hilton Harrisburg & Towers, 1 North 2nd Street, Harrisburg, two blocks from Amtrak station (telephone 717-233-6000). For registration, tickets and information write: Joseph R. Heffron, National Director, 300 Pennsylvania Avenue, Camp Hill, PA 17011-5438.

APRIL 18: Luncheon lecture on "Pennsylvania Railroad History in Our Backyard," presented by Fred Wertz, president of Harrisburg Chapter, NRHS, in the Market, Shop & Home exhibit area on the first floor of the State Museum, 3rd & Forster Streets, Harrisburg, PA, beginning at 12 Noon. Luncheon charge: \$12 per person. Reservations with payment are requested at least one week in advance to: Friends of the State Museum, 300 North Street, Harrisburg, PA 17120-0024. For information, telephone 717-787-6590 (website: www.statemuseumpa.org).

APRIL 28: Great Stroudsburg Train Show at Stroudsburg High School, 1100 West Main Street, Stroudsburg, PA, 9 AM-2 PM, sponsored by Pocono Mountains Chapter NRHS. Donation: \$3.50 per person (children under 12 free with paying adult). For information, telephone John Lutz at 570-839-7465 (e-mail: fdking@ptd.net).

MAY 4: "Subways, Railways & Stations: A Mostly-Underground Tour of Philadelphia", 2.5-hour walking expedition will cover the history of all transit and rail lines and stations from 30th Street Station to the former Reading Terminal, as well as Center City's underground concourse system, including ride on SEPTA LRV. Tour is sponsored by Center City District's new *Walk Philadelphia!* tour program. Cost is expected to be \$20 per person. For further information and exact price, contact Ken Hinde at 215-848-9141.

JUNE 2: "Line Car Chase" on SEPTA's former Red Arrow Route 101-102 trolley lines, sponsored by Electric City Trolley Museum (former Buckingham Valley Trolley Association). SEPTA 1920-vintage line car #W39 will conduct overhead wire inspection while passengers shadow the line car in a

Kawasaki LRV. Numerous photo opportunities will be offered of the 80-year-old line car in a variety of settings. Only 60 patrons can be accommodated. Fares: \$35 in advance (\$30 for ECTM members), \$40 on day of trip. Special car leaves 69th Street Terminal, Upper Darby, at 10 AM. Order tickets from: George Metz, 13 Post Run, Newtown Square, PA 19073-3014, making checks payable to "ECTMA" and enclosing stamped, self-addressed envelope. For information, telephone 610-353-4982 (e-mail: geometz@comcast.net).

JUNE 13-16: Penn State University's annual Railroad Heritage Conference, entitled "Sharing a Passion for Trains," at the Penn State Altoona Campus, Altoona, PA. Events include an evening on the Western Maryland Scenic Railroad dinner train, night photography and a showing of a new video of the Santa Fe *Super Chief*. Among the numerous presenters will be Railroad Author James Porterfield, Pennsylvania Railroad Historian Dan Cupper, documentary Film Maker Richard Luckin, *Railroad & Railroad* Editor Steve Barry and former Editor Jim Boyd. Michael Bezilla of Penn State and his co-author, Jack Rudnicki, will discuss their research into the history of the now-abandoned Bellefonte Central Railroad, expanding on the article they wrote last year for the *National Railway Bulletin*. Full program fees of \$490 for single accommodations and \$440 for double include all materials, lodging, meals, refreshments and tours. The limited fee of \$395 includes all of the above except lodging. Make reservations with: Penn State Altoona, Continuing Education & Training, 1444 11th Avenue, Suite 2A, Altoona, PA 16601, making checks payable to "Penn State." For information, telephone 814-949-5722.

AUGUST 13-31: First-class excursion to and from the "Canyon Rails 2002" NRHS national convention at Williams, AZ using Washington, DC Chapter's luxurious parlor-lounge-sleeper *Dover Harbor*. Car will leave Washington on rear of Amtrak's *Capitol Limited* at 4:05 PM August 13, then via *California Zephyr* and *Coast Starlight* to Los Angeles and in steam-powered convention special to Williams. Return will be via steam special to Los Angeles, then east in *Southwest Chief* and *Capitol Limited* to Washington. Round-trip and one-way passages are available, which include full meal service with snacks and spirits and sleeping accommodations. For information, contact Pat Clark, reservations agent, Washington, DC Chapter NRHS, 9136 Windemere Way, Jessup, MD 10794-9524 (telephone 301-490-7311, website: www.dcnrhs.org).

AUGUST 19-26: "Canyon Rails 2002," NRHS national convention at Williams, AZ, sponsored by Grand Canyon Chapter. Events include round-trip steam excursion Los Angeles-Williams via Burlington Northern Santa Fe powered by ex-Santa Fe 2-10-4 steam locomotive #3751, diesel-powered special behind #3751 and Alco FPA4's via Grand Canyon Railway, GCR shop tour, annual banquet, seminars, night photo session and non-rail activities. The complete program and order form has been mailed to all pre-registered members. Those who wish to register now should send \$40 to the following address: Canyon Rails 2002, P. O. Box 391, Williams, AZ 86046-0391. For information, telephone 928-635-4960 (e-mail: info@canyonrails2002.com or website: canyonrails2002.com).

THROUGH SEPTEMBER 20: "Traveling the Pennsylvania Railroad: The Photographs of William H. Rau," exhibit of more than 450 large-format photographs taken by Rau for the PRR during the 1890's, at Library Company of Philadelphia, 1314 Locust Street, Philadelphia. The gallery is open 9 AM to 4:45 PM Monday through Friday. Admission is free. For information, telephone 215-546-3181.



The anticipated departure of Amtrak President and CEO George Warrington has been formally announced, but Warrington has agreed to stay on until a successor can be located and appointed. It appears that he will become NJ Transit's Executive Director, a somewhat ironic move, since NJT, like Amtrak is facing a severe funding shortfall of its own.

I am certainly not a Warrington apologist, but we cannot fully judge his performance without an awareness of Congressional relations and the internal discussions with the Clinton and Bush administrations. A number of decisions were made that have not proved to be as successful as Amtrak had hoped. This is common to many businesses and, for that matter, to professional sports teams. The end result is that when a strategy turns out not to be the one the supporters or alumni expect, then of necessity changes will occur.

There has been considerable speculation regarding a potential successor. Finding a candidate who possesses the necessary ability and experience will not be an easy task, especially given that the amount of funding, Amtrak's reauthorization and even the content of its board have not been finalized.

The new chairman of the Amtrak Board of Directors is Mayor John Robert Smith of Meridian, MS. An existing director, his esteem is likely the reason that an Amtrak lounge car bears the name **Meridian Club**. Former Massachusetts Governor Michael Dukakis remains as vice-chairman.

Amtrak has many enemies in Congress, but these hallowed halls also have supporters of the passenger railroad, too. For example, there is a proposal by Senator Ernest Hollings of South Carolina that would provide Amtrak with up to \$4.5 billion over the next five years, while guaranteeing the reauthorization of the Corporation. With luck and hard lobbying, the result of Congressional negotiations will more closely mirror Senator Hollings' vision as opposed to that of Senator John McCain of Arizona, a vocal critic.

One of the cost cutting measures Amtrak has undertaken involves the furlough of 1,000 of the 24,600 employees on the rolls (about four percent). This action has affected repair facilities, where anything not directly connected to a safety issue is probably been on hold.

Likewise, Amtrak has reduced the hours during which many stations are open, especially those on Intercity routes. As an example, Hammond-Whiting, IN is now staffed only between 1:00 PM and 9:30 PM, five days a week (closed Tuesday and Wednesday). Because checked baggage might arrive on a day

when the station was closed, Amtrak has eliminated checked baggage and express service to or from many of these stations.

In some moves to boost its customer base, Amtrak and Continental Airlines have begun a code-sharing agreement. Acela Regional and Keystone trains will offer through joint ticketing (with Continental numbers) at the new Newark, NJ Airport Station to or from Wilmington, Philadelphia, Stamford or New Haven.

Amtrak has also announced its "Many Happy Returns" promotion permitting travel for adults at a 30-percent discount, while children between 2 and 5 go for half-price. The reservations must be made at least seven days ahead of travel (and you have three days to purchase tickets). There are blackout dates, a time limit, and the promotion is not good on certain trains such as the Auto Train or Acela Express.

In a bizarre accident, on March 12 a tugboat moving a barge containing (of all things!) retired New York subway cars for disposition at sea struck the Amtrak swing bridge over the Harlem River at Spuyten Duyvil. Damage was minimal, but for several hours Empire State trains had to be diverted to Grand Central Terminal, with connecting buses to and from Penn Station.

The Massachusetts Bay RRE special train from Boston to White River Junction, VT and return on February 24 was powered by two F40's, the 265 and 280, the latter from the Connecticut DOT pool, substituting for the intended 413. Mass Bay RRE had specifically requested F40's to power the train.

On March 9 and 10, 11 former MARC coaches (all ex-roomette sleepers) were moved on the *Crescent* to Atlanta. The cars were 101, 103, 105, 106, 108, 109, 111, 113, 151, 152 and 154. Reports suggest that the cars may be used for a pilot commuter rail service in the Atlanta area.

The latest AEM-7AC to be released from Wilmington shop is the 942, outshopped on February 23. Previously, the 917 had been released on January 23.

There are now nine F40's assigned to a special pool on February 28. Reasoning isn't clear, but the units are the 228, 243, 245, 260, 273, 274, 287, 394 and 411. These units were based at Albany-Rensselaer last fall. Meanwhile, on March 16, F40's 293 and 311 moved to New Orleans on the *Crescent*, enroute to a rail facility in west Texas.

The State of California has ordered six 3,600-hp units from Motive Power of Boise, for delivery during 2003. There are just two California cars currently on order—café cars for Amtrak

(Continued on Page 8)

ON THE SCENE (Continued from Page 7)

California service. The Capitols in that state now offer a "quiet car" for passengers, similar to those pioneered on the Corridor.

As many of you know, I've been doing some detailed research on the Pullman Company and the assignment of its cars. Pullman, which was owned by a group of railroads after 1947, operated and serviced the sleeping cars on every railroad during the immediate post-World War II era and, until 1956, also operated the parlor cars on the New Haven, Pennsylvania and Wabash.

At one time, tourist sleepers were also operated, but their popularity dropped off rapidly after World War II as new coach streamliners with more amenities came on line. In the end, only the Northern Pacific operated standard tourist cars (on the **North Coast Limited**) and these were withdrawn in 1953. The competing Milwaukee Road offered similar service in newly-built Touralux sleepers into the late 1950's.

Pullman performed routine servicing of cars with its own staff in special sections of railroad facilities. Even Atlantic City, NJ had a Pullman facility to service the parlors and seasonal sleepers that served the resort.

After World War II, a settlement of an anti-trust action resulted in the sale of Pullman's sleeping cars business to a group of railroads (Pullman kept the carbuilding business). Now, Budd and ACF could compete on more equal terms with Pullman-Standard for new car orders (Budd had built the prewar **Denver Zephyr** and first **Super Chief** over the Pullman Company's objections). As postwar orders were placed by the railroads that would own the cars and lease them to Pullman, any standardization went out the window. I once did an article for *Passenger Train Journal* describing all of the different types of 10-6 sleepers.

Railroads had the option to purchase those cars which had generally been operating on their lines in 1940, when the suits was first filed, and many did so (PRR, for instance, took their entire allocation, 465 cars). Other railroads, such as the Reading, took one car (**Ottawa**), and several railroads (Bangor & Aroostook, Boston & Maine and Maine Central, for example) took none as they relied on cars from other railroads. The remaining serviceable fleet was still owned by Pullman - painted traditional dark green, but later many of the best cars received a two-tone grey livery similar to that of the New York Central.

Heavy overhauls, wreck repairs and such were carried out at six shops: Atlanta (closed 1954), Buffalo, Wilmington and Richmond, CA (all closed 1957-58), St. Louis (closed late 1967) and Calumet, near Chicago (closed in early 1969). Cars were shopped on a calendar basis originally, like every two or three years. Later, as the use of cars declined, the cycle was switched to a mileage basis, and some cars such as the PRR's **Inn-series** roomette cars, were not repainted for years as they saw little service.

As Pullman was responsible to its owners, costs were reduced by virtually eliminating the overhaul of any heavyweight cars after 1958 and the retirement of cars which were not paying their way. An example was the Pennsy's sleeper-observations, where a study showed that they made only a limited number of trips in 1956-57 (except, of course, for the **Broadway Limited**).

Pullman accordingly made the case for removing these cars from lease, except for three cars to protect the one remaining car line above (a "car line" identified a regularly-scheduled car on a train—it was different from the reservation number on a car).

The real beginning of the end came with the withdrawal of New York Central (and Rock Island) in 1958. When Penn Central was former, the former PRR runs were lost in the summer of 1968. New Haven followed in early 1969.

Bowing to the inevitable, Pullman's board of directors decided to wind up operations at the end of 1968. Most railroads would then hire their own porters from the Pullman ranks, but Kansas City Southern, Missouri Pacific, Gulf, Mobile & Ohio and Texas & Pacific elected not to continue sleepers on their own. As it happened, Pullman was induced to continue maintaining cars for another seven months, winding up this portion of its business on July 31, 1969.

Today, it is likely that very few Pullman Company veterans are living, since the last employees would have been senior men when the operation ended 33 years ago. Yet, we still have the artifacts, consists and records to remind us of what it was like to "Travel and Sleep in Safety and Comfort".

PHILADELPHIA EXPRESS (Continued from Page 5)

Scranton.....PennDOT also has committed \$625,000 to the cost of a siding to connect the new Yuengling brewery at Mill Creek, near Pottsville, with the **READING & NORTHERN (Railpace)**.

BRANDYWINE VALLEY RAILROAD has notified the Surface Transportation Board that it wants to discontinue service on the SEPTA-owned ex-Pennsy, ex-Octoraro, ex-Delaware Valley branch between Chadds Ford Junction and Nottingham, PA. The best-known customer on the line is Herr's Foods at Nottingham, but traffic is light and the railroad is in poorer condition than BVRT's main north-south (ex-Reading) line (**Railpace**).....**STRASBURG RAIL ROAD** has purchased the **Paradise**, the former Reading business car #10, from a private owner, and may use it for occasional trips. The car has long been a stationary display at the East Strasburg station (Harrisburg Chapter).....The Pennsylvania House of Representatives has passed a bill to prohibit Class 1 railroads in the State from operating locomotives long hood forward, except in switching operations or emergencies. The union-backed measure is strongly opposed by the railroads (*Trains*).....**JUNIATA VALLEY RAILROAD** at Lewistown, PA has repainted its SW9 locomotive #2106 into a Pennsy-like tuscan-red scheme with yellow lettering. The unit is former **PITTSBURG & SHAWMUT #1865** (Harrisburg Chapter).....The project to restore ex-Boston & Maine 4-6-2 #3713 is progressing at Steamtown National Historic Site in Scranton. Thus far, a contractor has worked 3,800 hours on the project and the Lackawanna & Wyoming Valley Chapter NRHS has spent \$233,000 on boiler work, as fundraising continues. When completed, the 3713 will be the first American-built locomotive to be used by Steamtown in Moscow excursion service (Harrisburg Chapter). Work on ex-Pennsy 4-6-2 #1361 is also underway at Steamtown.

PHILADELPHIA CHAPTER BOOK SALES PROGRAM

Book Sales Program
Philadelphia Chapter, NRHS
P. O. Box 7302
Philadelphia, PA 19101-7302

Please send me the following Morning Sun Books which I have checked below:

- LEHIGH & HUDSON RIVER In Color, by Jim Boyd
TRACKSIDE AROUND NEW YORK CITY, 1953-68
TRACKSIDE AROUND ALLENTOWN, PA, 1947-68
PENNSY ELECTRIC YEARS, Vol. 2, Bert Pennypacker
BALDWIN DIESELS IN COLOR, Vol. 1, A-G, Boyd
PRR COLOR GUIDE TO FREIGHT & PASSENGER EQUIPMENT, Vol. 3, by Ian S. Fischer
NEW YORK, SUSQUEHANNA & WESTERN
WESTERN MARYLAND TRACKSIDE, Leilich
NEW JERSEY TROLLEYS IN COLOR, Eid/Gummere
READING COMPANY In Color, Vol. 2, Pennypacker

I have ordered ___ books x \$48.00 per book. Enclosed please find remittance in the amount of \$ ___, payable to "PHILADELPHIA CHAPTER, NRHS". Orders which include READING IN COLOR, will be held for May 1.

Name Telephone
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Electric City Trolley Museum Association
(formerly Buckingham Valley Trolley Association)
announces

MEDIA-SHARON HILL "LINE CAR CHASE"
Sunday, June 2, 2002

Join the Electric City Trolley Museum Association as we sponsor this unusual excursion, with our chartered Kawasaki LRV accompanying SEPTA Line Car W-39 as it conducts overhead wire inspection on the Media and Sharon Hill light rail lines. Our special leaves 69th Street Terminal light rail platform at 10 AM.

Only one Kawasaki car, with capacity of 60 passengers will be used. Most passengers will have a seat, with perhaps some standees. Many choice photo locations will be offered throughout the day. Don't miss this unusual opportunity to photograph Line Car W-39. Fare is \$30.00 for ECTMA members, \$35.00 for non-ECTMA members. Day of trip tickets (if available) will be \$40.00. Order tickets using Order Form below. Questions concerning the outing may be directed to George Metz at 610-353-4982 or E-mail to geometz@comcast.net.

(Clip and Mail)

George Metz
13 Post Run
Newtown Square, PA 19073-3014 (Telephone 610-353-4982) (E-mail: geometz@comcast.net)

Please reserve me a space on the "Media-Sharon Hill Line Car Chase" Sunday, June 2, 2002 at 10:00 AM

___ ECTMA member at \$30.00 each ___ Non-ECTMA member at \$35.00 each

Name (Telephone):
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City State ZIP Code

Make check or money order payable to "ECTMA" and enclose a stamped, self-addressed envelope.

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