



CINDERS



DECEMBER 2002



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Volume 63 Newsletter of the Number 11
PHILADELPHIA CHAPTER
 National Railway Historical Society Inc.
 Post Office Box 7302
 Philadelphia, Pa. 19101



The officers and directors of Philadelphia Chapter, NRHS extend to you and yours our Best Wishes for a Joyous Holiday Season and a Healthy, Prosperous 2003. We appreciate your support of the Chapter and its programs during the Year 2002, and look forward with confidence and hope to expand and enrich the rail history and rail enthusiast community in the coming year. We encourage your active participation toward this goal.

MEETING NOTICE:

FRIDAY EVENING, DECEMBER 13, 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)

On Friday evening, December 13, 2002, we will be privileged to present noted Rail Author and Photographer David Sweetland with a narrated slide program entitled **The History and Development of the PRR GG1 Electric Locomotive**. Mr. Sweetland, who graduated from the University of Miami with a mechanical engineering degree, hired on with the Pennsylvania Railroad at Altoona in 1959 as a junior engineer, retiring from Conrail in 1996. As a rail historian, Dave has authored 38 rail books, 23 of them hard-cover. Mark your calendar so you won't miss what promises to be a fine program on the GG1. **Please remember that our December 13 meeting is on the SECOND FRIDAY!**

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, DECEMBER 10, 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!**

Please note that we all meetings in the 2002-2003 year are scheduled in the Faculty Club, on the second floor of the Alumni Hall. Looking forward on our calendar, our January 17, 2003 will feature our Annual Railroadiana Auction. We have already had some excellent timetables donated to us for this auction, and we urge you to mark your calendar and clean your attic and bring something to sell, and a wallet full of money to buy!

GREENBERG'S TRAIN SHOW

Fort Washington Expo Center
1100 Virginia Drive, Fort Washington, PA
Saturday and Sunday, December 14-15, 2002
10 AM - 4 PM both days

If you are available to man the Chapter's table for all or part of either day, please contact Dave Kopena at 215-671-0605

**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 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. If your *Cinders* is received damaged or incomplete, contact the Editor at the address shown below for replacement.

EXCHANGE COPIES should be sent to: R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

**Chapter Registered with eScrip;
Genuardi's Program In Effect Again**

Chapter members who have been participating in the Genuardi's Family Markets cash register tape program will find that their purchases will be electronically credited to our Chapter. The changeover was effective October 1, 2002, and the Chapter has received its Group ID number from eScrip, the Auburn, CA-based firm that services the program.

The Chapter's group number is 148901614, listed under "Philadelphia Chapté NRHS" (shown at left exactly as indicated in eScrip's computer files).

Members wishing to continue to support this program, which raises funds for the Chapter's FP7 program, may either complete the handy form found at the bottom of Page 9 of this issue, clip it and mail to eScrip, P. O. Box 6988, Auburn, CA 95604-6988, or may register on-line at www.escrip.com.

After you've registered, simply present your **Genuardi's Club** card with each purchase, and the Chapter will electronically be provided with a percentage of that purchase by Genuardi's, now owned by Safeway Company.

Since the Chapter's participation in this program, we have received nearly \$500.00 per year from Genuardi's toward the FP7's, according to Chapter Secretary Marie Eastwood. With the new method, members will no longer have to save and submit cash register tapes, and this system will make it easier for us to earn needed restoration and maintenance funds.

Members having questions may direct them to Program Coordinator Marie Eastwood at 215-947-5769 or to the Chapter's Philadelphia post office box.

Philadelphia Chapter, NRHS
ANNUAL RAILROADIANA AUCTION
Friday, January 17, 2003
7:30 PM
Jefferson Alumni Hall Faculty Club
1020 Locust St., Philadelphia, PA

Amtrak Announces 2003 Calendar

Amtrak in mid-November mailed order forms for its 2003 calendar to previous purchasers. The calendar was also advertised in the January issue of *Railfan & Railroad*, as well as in Amtrak's special Thanksgiving Weekend Northeast schedules.

Featuring a colorful photo of GE P42 diesel #170 passing a fisherman near a waterfall on the **Adirondack** in upstate New York, the calendar returns to a more traditional, easily readable version.

The calendars cost \$7.00 each, postpaid, with quantity discounts as follows: 2-5 (\$5.00 each), 6-10 (\$4.00 each), 11-25 (\$3.00 each) and 26 or more, \$2.50 each). Collector calendars from the year 1980, 1981, 1983-1986, 1988-1991 and 1993-2002 are available for \$5.00 each (1-5), \$4.00 each (6-25) or \$3.00 each (26 or more) while supplies last.

The calendars may be ordered by mail or by telephone (1-800-400-1229), using checks, money orders or credit cards only. No debit cards or cash will be accepted. The mailing address is: Amtrak Marketing Distribution, P. O. Box 7717, Itasca, IL 60143-7717. Please allow four weeks for delivery.

Copies of the order form will be available at the Chapter's December 13 meeting.

Dues Bills Out; Renewals Flowing In

Dues bills for the year 2003 were mailed simultaneously with the November issue of *Cinders*, and all members should have received their bill by this date. By November 22, nearly on third of the Chapter's members had renewed for next year.

The dues for a regular member are \$35.00 (\$20.00 National and \$15.00 Chapter) for 2003, and \$16.00 for those holding Chapter-only membership. This amount is the same as in 2002. Dues payments should be forwarded to: Membership Renewals, P. O. Box 7302, Philadelphia, PA 19101-7302.

PHILADELPHIA



FRANK G. TATNALL, JR.



SEPTA REGIONAL RAIL

SEPTA and its Regional Rail passengers suffered another major disruption on Friday, November 15, the third rush-hour snafu in two months. This time it was a signal power outage, which occurred at 5:45 PM in the Wayne Junction area. Thousands of Reading-side riders were stranded for up to two hours until normal service could be restored around 8 PM. Trains on the Pennsy side were turned back at center city stations and R6 Norristown trains (which do not operate through Wayne Junction) continued to run.....This failure most likely caused another rash of refund requests under SEPTA's Service Guarantee program, not long after the *Daily News* ran an article charging that SEPTA often refuses or delays such requests. The article cited numerous examples of customers unable to take advantage of the "on time or on us" guarantee, because employees nitpick the requests for precise information. Some riders even said they had given up filing the refund forms because of SEPTA's inaction on previous attempts.

SEPTA has had other problems on its commuter rail system this fall, with many lines experiencing unusually severe slippery rail conditions. The worst period was during the first half of November—especially on the 8th, 11th and 12th. Countless train delays were attributed to leaves being crushed beneath the wheels, which creates an oily residue on the railhead. The situation worsened in spite of SEPTA dispatching two work trains each night to spray a gritty gel on the rails (see November *Cinders*). Officials theorize that the condition is worse this year because warm weather in October helped trees retain their foliage longer than usual, then rain and strong winds created a rapid loss of leaves early in November. During the same period NJ TRANSIT also experienced serious delays due to slippery rails, and even AMTRAK encountered similar conditions on the Northeast Corridor. A number of Acela Express and Amfleet-equipped trains were plagued with wheel-slip problems.

As advertised, SEPTA last month began work on replacing the catenary and supports on all Mainline tracks between Suburban and 30th Street Stations. Construction, however, has been suspended during the Thanksgiving-New Year's holiday season, after which work will continue on weekends until June. Shuttle bus service will be provided between Market East, Suburban and 30th Street Stations, except that the R1 Airport Line is bused over its entire route.....The engineer of R5 Thorndale-bound train #9571 sustained cuts and bruises on November 6 when a large tree limb crashed through the front

window of his cab near Wynnewood station. Although there was only minor damage to the catenary, half-hour delays resulted as the injured person was removed to a hospital and passengers transferred to buses. The train itself was rescued by a diesel locomotive.....NJ TRANSIT has awarded a \$2.8-million contract to redesign the busy Trenton rail station, used also by SEPTA and AMTRAK. The building, which has undergone at least two previous makeovers, will be enlarged with a second floor level and more retail space added (Jersey Central Chapter).



SEPTA TRANSIT

It was 110 years ago this month that the City's first electrically-powered streetcar rattled along Catherine and Bainbridge Streets in South Philadelphia. On December 15, 1892 the Philadelphia Traction Company began the evolution from horsedrawn and cable-driven streetcars to the far more efficient electric trolleys. Several independent operators were consolidated into the Philadelphia Rapid Transit Company in 1902, which after its Depression-era bankruptcy was reorganized as the Philadelphia Transportation Company in 1940. SEPTA acquired PTC in 1968. PRT's peak years were the 1920's, when a vast fleet of Brill-built Nearside cars roamed the streets, supplemented later by Peter-Witt-style cars and in the late 1930's and '40's by streamlined PCC's. The existing SEPTA trolley operation in the City consists of five subway-surface routes operated with 1980's-vintage Kawasaki cars, and one all-surface route on Girard Avenue is scheduled to be reopened in 2004 using rebuilt PCC's.

SEPTA and the Phlash bus service could benefit if the Delaware River Port Authority's latest plan to market the Philadelphia-Camden waterfront succeeds. Last month DRPA announced that it had come up with a new name—Independence Harbor—to draw more tourists to the area between Independence Hall in Philadelphia and the Camden waterfront. While many schemes for redeveloping Penn's Landing have fallen by the wayside, DRPA believes that a well-conceived marketing plan could attract more tourists to our existing local attractions than the 15 million visitors who flock to Baltimore's Inner Harbor each year.....A City trash truck skidded on wet pavement in Germantown on November 12, slamming into a SEPTA Route 65 bus. The driver and about two dozen passengers were injured in the 1 PM accident at Walnut Lane & Morris Street SEPTA plans to order 1,200 new seat cushions for its M4 Market-Frankford cars. Many cushions in the Adtranz-built cars have

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PHILADELPHIA EXPRESS

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been vandalized.....If present-day SEPTA bus riders complain about their service, they should read the following written to the *Inquirer* on March 23, 1970: "A short trip, if they dare, on one of our old, vile-smelling, filthy, crowded, late (if they arrive at all!) buses should convince SEPTA officials to clean their own house first." The letter was an apparent reference to SEPTA's criticism of the Penn Central commuter rail system of that era.



AMTRAK

AMTRAK is reassessing both its immediate and long-term prospects, in the light of last month's elections giving Republicans working control of the new Congress. Amtrak has based its "conservative and reasonable" budget for Fiscal Year 2003 on the \$1.2 billion it hopes to receive from the Federal treasury, a figure approved by the current Democratic-controlled Senate. But a Republican-run House committee has okayed only \$762 million, which Amtrak President David Gunn warns is not enough to operate the entire system. Meanwhile, Congress last month approved a continuing resolution to maintain transportation spending programs at their current annual levels through January 11, which in Amtrak's case is \$1.04 billion. In spite of objections from some lawmakers, including high-profile Senator John McCain of Arizona, many observers believe that when Congress reconvenes next month Amtrak will get its requested \$1.2 billion, if for no other reason than to avoid another shutdown crisis like last summer's. But there will be heavy pressure for a meaningful reorganization of the passenger carrier, because without it the government "would only send good money after bad," as one editorial writer put it. In commenting on the Congressional shift, Gunn observed that "regardless of who controls Congress, no one will support an inefficient operation, but they will support a businesslike, professional company. So, while our friends change, our issues and challenges remain the same" (NARP, *Trains*).

In a November 13 message to AMTRAK employees, President David Gunn said that the FY 2003 budget calls for repairing 16 wreck-damaged Superliners at the Beech Grove (IN) shop by next September, enough for two trainsets. Ten single-level cars also are to be repaired at the Bear (DE) facility. The Superliners, part of the more than 100 out-of-service cars languishing at Beech Grove, are badly needed to relieve a serious shortage of revenue equipment on long-distance trains. In addition, Gunn asserted that Amtrak will continue making "critical investments to our infrastructure..." Press reports indicate that up to 180 of 228 laid-off employees at Beech Grove soon will be called back to work. At Bear, where 178 workers were furloughed, about 50 have already been recalled. "We are struggling to stay within a very tight budget," Gunn said. "I wish I had another \$200 million because I could move ahead faster on additional equipment repair and reinvestment in our plant. However, we will do the best we can with what we have..." (*Trains, Amtrak Digest*).

AMTRAK received a boost from Wall Street when Moody's Investors Service confirmed its A3 (investment grade) bond rating for the railroad, a move that pulled Amtrak off the credit agency's watchlist. Moody's cited last summer's bailout by

Congress and a supplemental appropriation, which "demonstrate continued Federal support for Amtrak given the strategically vital role it plays as the national passenger railroad, but more significantly as the service provider and owner of the right-of-way between Boston and Washington..." The agency also said that it expects Amtrak will avert another funding crisis in 2003 (*Trains*).....In a cost-cutting move, AMTRAK will no longer staff the stations at Altoona and Johnstown for train 41, the westbound **Three Rivers**. The stations remain staffed for eastbound #40 **Three Rivers** and #43 and 44 **Pennsylvanian** in both directions. Amtrak is considering elimination of the **Pennsylvanian** entirely, whose schedule primarily accommodates the express business which Amtrak intends to phase out. But PennDOT Deputy Secretary Richard Peltz said that the State is exploring ways to continue the service, at least between Philadelphia and Pittsburgh, in the event Amtrak attempts to discontinue it (*Amtrak Digest*).

As reported last month, the FBI in October issued a warning that the al-Qaeda terrorist network might be planning an attack against U.S. railroads, especially passenger trains, bridges and key facilities. In response, AMTRAK has again beefed up security at stations and on its trains. President David Gunn declined to comment on the security measures, except to say that passengers won't notice them (*Amtrak Digest*).....Edward Hamberger, president of the Association of American Railroads, reports that the nation's railroads have increased surveillance, tightened access to their facilities and developed a comprehensive security plan that includes the AAR-operated Surface Transportation Information Sharing & Analysis Center, which coordinates security information and links the railroads with law enforcement agencies. "If people are looking to attack soft targets," Hamberger said, "I don't think they'll find the railroads to be one of them" (*U.S. News & World Report, Traffic World*)..... The Rail Security Act introduced by Senator Joseph Biden of Delaware was approved last year by the Senate Commerce Committee, but never reached the floor for a vote. However, of the \$1.8 billion authorized by this bill, \$100 million was funded in the 2002 Defense Appropriations bill (NARP)..... AMTRAK has changed its security policy to allow individuals at ticket windows to buy tickets for persons not present with the purchaser, although the tickets will indicate to conductors that photo identifications should be check on board the trains. Even before the change, passengers could purchase any number of tickets at vending machines. Amtrak also "postponed" a plan for train crews to conduct random ID checks (NARP).

AMTRAK said last month that it has accepted the 19th Acela Express trainset from Bombardier, and expects that it will accept the 20th and final set. Amtrak and the manufacturer also have agreed on a schedule to rotate all of the Acela sets through the shops for equipment modifications, the result of last summer's crisis with the cracked yaw damper brackets (*Amtrak Digest*)..... AMTRAK and Bombardier are still locked in a legal battle over who is responsible for the late deliveries of its Acela Express trainsets, and their subsequent mechanical problems. At stake is as much as \$450 million in damages and penalties (*Amtrak Digest*).....AMTRAK has changed its commission rate structure for travel agents, to pay higher commissions on long-distance train tickets and eliminating payments for tickets on Northeast Corridor trains (NARP).....AMTRAK released its fall-winter National Timetable effective October 27, the day before the Northeast Corridor schedules changed.....

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PHILADELPHIA EXPRESS

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PennDOT has begun rebuilding a two-mile segment of I-95 between Academy Road and Cottman Avenue in Northeast Philadelphia. This two-year, \$84-million project is part of the overall 12-year restoration of the busy highway between Bucks County and center city, expected to cost \$750 million. The *Inquirer* reports that the two "crumbling" bridges which carry I-95 over AMTRAK's Northeast Corridor south of the Academy Road interchange will be reconstructed, but the work will be done only between 1 AM and 5 AM when Amtrak can shut down the 12,000-volt catenary power beneath the bridges.

AMTRAK planned to increase its capacity by at least 50,000 seats nationwide over the week-long Thanksgiving holiday period. During this heavy-travel week, passengers on certain trains which normally do not require reservations had to make advance bookings. As usual, Amtrak issued a special 32-page Thanksgiving holiday timetable, which was available by mid-November.....At the same time, and a month earlier than usual, AMTRAK released the ordering information for its 2003 wall calendar (\$7 per copy), which features a photo of the **Adirondack** (see separate article this issue).....AMTRAK is running a 30-percent-off promotion, applicable on all trains except Acela Expresses and Metroliners. Tickets must be purchased by December 13 for travel by February 28, 2003, and tickets booked online will get an additional five-percent discount.....*USA Today* reports that AMTRAK's long-distance trains are now running late as much as two-thirds of the time, costing the railroad riders and revenue. President David Gunn attributes most of the delays to freight train congestion. This was a principal reason that Amtrak last month discontinued its Satisfaction Guaranteed program (see November *Cinders*)The Senate has confirmed David M. Laney to a seat on the AMTRAK board. A lawyer, Laney chaired the Texas Transportation Commission for five years (NARP).



CSX,
NS
OTHER ROADS

The split-up of CONRAIL between CSX and NORFOLK SOUTHERN is now working as well as intended, the Surface Transportation Board said last month in its third oversight report on the 1999 takeover. But the board said that it will continue to monitor the roads' performance for another two years (*Trains*).....On December 10 NS and UNION PACIFIC will launch a new "Blue Streak" premium intermodal service between Oakland, CA, Harrisburg, PA and the Erail terminal in northern New Jersey. Like the present Los Angeles-Atlanta Blue Streak service, the new trains will offer three levels of service including a guaranteed on-time "SuperFlyer".....The NS Harrisburg Division has designated seven freight trains for a special effort to improve their operations. They currently are on the division's worst-performing list.....NS has appointed Michael Fesen its resident VP in Harrisburg, replacing Richard Timmons who resigned to become head of the American Short Line & Regional Railroad Association. Fesen previously was an officer with the Williams Companies (*Weekly Rail Recap*).

CSX and NS each handled one of the chartered trains which left Baltimore on October 27, following the annual convention of the American Association of Private Railroad Car owners. The "Eastern Special," headed by Bennett Levin's ex-Pennsy E8's #5711 and 5809, traveled the freight-only CSX line to Philadelphia, terminating at 30th Street Station. The "Western Special" behind AMTRAK P42's #25 and 137 followed CSX's Perryville, MD and NS's scenic Port Road and Royaltown branches to Harrisburg. From there it proceeded to Clearfield, PA via NS and the R.J. CORMAN line, then on to Cresson and west to Chicago, its origin point.

There's a nasty fight going on between the City and the Philadelphia Regional Port Authority over the future of the former CSX intermodal terminal on Columbus Blvd. in South Philadelphia. The City wants to develop the site for retail use, the Ikea furniture chain having expressed interest in building a huge store there with a potential to create 500 new jobs. But the PRPA, a State agency which controls the site, wants to preserve it for future industrial use in connection with the port. The terminal, which is just across the boulevard from the Delaware River waterfront, was abandoned by CSX two years ago when it opened a modern container facility at the ex-CONRAIL Greenwich yard a mile to the south.....NS broke ground in October for a \$16-million intermodal terminal, to be located on 50 acres in the former Naval Base property in South Philadelphia. To be opened in 2004, the new facility is located just south of the CSX terminal in Greenwich yard.....CSX has announced creation of a Zero Defect Management program to monitor individual merchandise carloads at more than 20 critical points in the shipping process, including car supply, waybilling, communications and ordering of cars. A 65-member customer service team at CSX headquarters in Jacksonville, FL is responsible for keeping track of each individual shipment in the program, with the goal of insuring customer satisfaction (*Trains*).

NORFOLK SOUTHERN reported net income of \$126 million for the third quarter of this year, an increase of 59 percent over the net income of \$79 million in the year-ago period. For the first nine months, net income rose 27 percent to \$331 million. Intermodal revenues of \$310 million in the third quarter were the highest of any quarter in the company's history. Significantly, NS said its operating ratio, a measure of efficiency, improved 3.3 percent to 80.5 percent, but still higher than it was prior to the 1999 takeover of CONRAIL.....NS had cut its capital spending in 2002 to an estimated \$705 million, about \$100 million below 2001, reflecting the "relatively soft economy." But Vice Chairman Henry C. Wolf told financial analysts that "capital expenditures may be modestly higher over the next few years..." (*Railway Age*).....CSX, meanwhile, reported third-quarter net income of \$127 million, up from \$100 million a year ago. For the first nine months of 2002, CSX had net income of \$287 million, up from \$228 million last year. The operating ratio was not revealed.

The Reading Railroad Heritage Museum System is an ambitious project recently launched by the Reading Company Technical & Historical Society. A consultant studied 12 possible sites for a museum, with the result that RCT&HS will acquire two industrial buildings in Hamburg, PA for the preservation and display of rolling stock and the housing of archival materials. Also, the ex-Pennsy station at Temple, now leased from the READING, BLUE MOUNTAIN & NORTHERN, will be rehabilitated for use

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DECEMBER 6, 7, 8, 2002,
JANUARY 4-5, 2003: Open house at GATSMET Lines model railroad, Prospect & Madison Avenues, Fort Washington, PA, 7-9 PM Friday, 12 Noon-4 PM Saturdays and Sundays. Admission by donation. For information, telephone 215-646-2033 (Thursday evenings only).

DECEMBER 7: Amtrak "holiday Shopping Special" from 30th Street Station, Philadelphia, to Vanity Fair Factory Outlet, West Reading, PA, sponsored by Delaware Valley Association of Rail Passengers. Diesel-powered train will operate over High Line in Philadelphia, then via Norfolk Southern's ex-Reading Harrisburg Line through the Schuylkill Valley. Special train will leave 30th Street at 9 AM, stopping at Royersford 10 AM, Pottstown 10:15 AM, arriving at VF Outlet Center about 10:50 AM. Train will leave VF at 3:45 PM, returning to Pottstown 4:20 PM, Royersford 4:35 PM and 30th Street at 5:35. Amfleet coaches will be used. Fares from Philadelphia: \$28 adults, \$17 children (under 16), free for children under age 5 sharing a seat; from Royersford and Pottstown \$19 adults, \$12 children (under 16). Order tickets from: DVARP, 1601 Walnut Street., Suite 1129, Philadelphia, PA 19102, for pickup at trainside. For information, telephone 215-RAILWAY or e-mail to mail@dvarp.org.

DECEMBER 7-8, January 4-5, 2003: Open house at Cheltenham Hills Model Railroad Club in old Reading Ogontz station, 8000 Old York Road, Elkins Park, PA, 12 Noon-4 PM. Admission by donation. For information, telephone Bruce Binder at 215-722-4542.

DECEMBER 7-8, JANUARY 4-5, 2003: Open house at Schuylkill Valley Model Railroad Club, 400 South Main Street (rear entrance), Phoenixville, PA, 1-5 PM. Admission by donation.

THROUGH DECEMBER 8: Exhibition of 50 black-and-white photos of U.S. railroads by German Photographer Lothar Baumgarten, at Freedman Gallery of Albright College, 13th & Bern Streets, Reading, PA. Hours: Tuesday 12 Noon-6 PM, Wednesday through Friday 12 Noon-6 PM, Saturday and Sunday 12 Noon-4 PM. Admission free. For information, telephone 610-921-7715 (website: www.albright.edu).

DECEMBER 14-15: Greenberg Train Show at Fort Washington Expo Center, Virginia Drive, Fort Washington, PA, 10 AM-4 PM both days. Admission: \$7 adults, \$2 children (6-12), good for both days.

THROUGH DECEMBER 29: "The Art of the Trolley" exhibition, celebrating the 110th anniversary of Philadelphia's first electric streetcar, at DaVinci Art Alliance, 704 Catharine Street, Philadelphia. Hours: Saturdays and Sundays 12 Noon-5 PM, Wednesdays 6-10 PM. For further information, telephone Joel Spivak at 215-755-7717.

JANUARY 25, 2003: 10th annual Super Saturday Streetcar Special using SEPTA PCC trolley, sponsored by Wilmington Chapter NRHS. Routing and times to be determined, possibly including former Route 23 trackage. Fare: \$35 per person. Order tickets from: Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860-1003. For information, visit website: www.daylightimages.com/streetcar.

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as the terminal for RCT&HS's planned excursion program. Initially, trains would operate over the 11 miles of track between Temple and Hamburg which R&N for years used for its own excursion program. Then, if sufficient funds can be raised, a new bridge would be built across the Schuylkill River at Hamburg to allow the extension of passenger service onto the R&N Mainline to Port Clinton and beyond. Most of the rolling stock collection is to be moved from the present site at Leesport to Hamburg, which sounds the death knell for an earlier plan to relocate to Schuylkill Haven.

The United Transportation Union has issued a "stern warning" to all Class 1 railroads that they must take effective action to end the problems of crew shortages, long work hours and employee fatigue. UTU President Byron Boyd declared that "there will be painful and costly consequences for railroads and their stockholders if carriers do not do the right thing" (*Traffic World*)The American Short Line & Regional Railroad Association will hold its annual convention in Philadelphia from May 18 to 20, 2003.....PennDOT last month awarded \$3.6 million in grants to help five smaller railroads in the State. Among the recipients were the READING & NORTHERN, which received \$750,000 for a tie-replacement project, and Novolock Bucks County which got \$520,000 to renew rail within the U.S. Steel Industrial park near Morrisville (*Trains*).....CANADIAN PACIFIC has sent GP38 #7312 to South Philadelphia to serve as the local switcher. This is one of the few units still painted in the D&H lightning-stripe scheme (Harrisburg Chapter).

The future of the narrow-gauge EAST BROAD TOP RAILROAD appears to be seriously in question. The owner recently refused an offer to sell the property to a non-profit agency, which had obtained State funding for the purchase. But a serious decline in ridership (down to about 10,000 per year) and EBT's remote location have placed the tourist carrier in a precarious financial position. In fact, the owner refuses to say whether EBT will reopen in 2003. Revived with great fanfare in 1960, the little railroad known for its authentic locomotives, cars and structures may have had its farewell performance at the 2002 Fall Spectacular in OctoberThe saga of the Red Caboose Motel near Strasburg continues. As reported last month, State inspectors allowed the troubled motel to reopen in September, but it was shut down again in early October. The problem is a recurrence of high nitrate levels in its well water. The owner was fined twice during the summer for violating orders from the Department of Environmental Protection, and DEP says that now its patience has run out (Harrisburg Chapter).....A rally at Steamtown in Scranton was held November 8 to support the restoration of passenger rail service between New York, Stroudsburg and Scranton. At the rally, Pennsylvania Senator Arlen Specter said that he would lobby for Federal approval of the last \$3 million needed to complete preliminary engineering on the project. Total cost of restoring service is estimated at \$200 million, much of it to replace the ex-Lackawanna Cutoff trackage in northern New Jersey which was abandoned by CONRAIL in the 1980's (NARP).

My best wishes for the holidays and New Year to all *Cinders* readers! ---- Frank

AMTRAK TRIP REPORT: Philadelphia, PA – Mt. Pleasant, IA

by R. L. Eastwood, Jr.

The Society held its Fall, 2002 Board of Directors meeting in Mount Pleasant, IA, hosted by the Iowa and Overland Chapters. Mount Pleasant is not necessarily the easiest place to get to, having no airline service nor being near an Interstate highway. However, it is served by Amtrak's **California Zephyr**, with convenient times both eastbound and westbound.

I left Philadelphia in Wednesday, October 30, on Train #41, **The Three Rivers** for Chicago, where I would change to the **Zephyr** to arrive in Mount Pleasant early on the evening of October 31. Coming home, I would use the same two trains again, in reverse.

We departed 30th Street Station at 3:55 PM, five minutes late on #41's new schedule effective October 27. I had Standard Bedroom #6 on Viewliner sleeper 62015-**Island View**. I would also ride in the same car from Chicago to Philadelphia on Sunday evening, November 3, but in Bedroom #1. The Viewliner standard bedroom is definitely a cut above the Superliner standard bedroom, with a toilet and sink in each room of the car. Amtrak still, however, has not perfected the showers in either the Superliners or Viewliners. They just do not work well, and Amtrak needs to send someone north of the border to see how well the showers work in VIA Rail Canada's Budd-built sleepers, and bring them south to retrofit the Amtrak fleet.

Upon arrival at Harrisburg, I was joined by Harrisburg Chapter National Director Joe Heffron, who would accompany me to Chicago and on to Mount Pleasant. We departed Harrisburg just about on schedule and headed west.

Meal service on **The Three Rivers** is definitely not a five-star gourmet experience. The food service cars are 53500-series Horizon dinettes. Dinner choices are one of two tray meals: meat lasagna or chicken and noodles served over mashed potatoes. On this westbound trip, the attendant had only the meat lasagna, and was quite hesitant to provide any sandwich substitutes, saying it was against the rules. The fact that a Campbell's microwavable soup had exploded while heating probably didn't help his disposition. So, I settled for the meat lasagna, which talked to me for a good portion of the night. Dessert consisted of a small lemon tart dessert, which was quite tasty.

Norfolk Southern dispatching kept #41 right on the money all the way to Pittsburgh, and I fell asleep somewhere after passing Gallitzin, waking briefly as we departed Pittsburgh at 11:59 PM. After leaving Pittsburgh, we lost time somewhere, as I briefly awoke arriving at Akron at about 3:45 AM, almost one hour behind the scheduled 2:48 departure. We would not make up this time all the way to Chicago.

I began to stir at about 5:30 AM as we clattered across the former C&O line at Fostoria, OH, stopped at the station and departed, crossing the N&W's ex-Nickel Plate Road main. I decided to get up to shave and take my shower before most others arose and did so. The shower room is a nice arrangement, the water was warm, but the pressure was inconsistent.

The on-board crews change at Pittsburgh, so we had a new sleeping car attendant and dinette attendant upon arising. There are two breakfast choices, one being pancakes and syrup (three of them, rather small, but quite tasty), and the other Denver Scramble, which consists of scrambled eggs, hash brown potatoes and sausage links. I had the former and Joe the latter; both were satisfactory but certainly not filling.

We stopped at Nappanee, IN, where a large contingent of Amish travelers got on enroute to Chicago. **The Three Rivers** makes a stop at Garrett, IN for a crew change, but passengers can no longer get on or off. I did note that the large former Baltimore & Ohio station/office building has been demolished and the grade crossing carrying the main street across the railroad has been eliminated with an underpass.

The train held its time all the way to Chicago, with a stop at Hammond-Whiting, IN, a modern station that appears now to be virtually deserted in spite of a huge nearby casino facility. We pulled around onto the Burlington Northern Santa Fe "racetrack to Aurora" at Chicago, where we swiftly dropped the RoadRailers and backed into Union Station, arriving about 10:15 AM.

Joe Heffron and I spent a couple of hours on the Roosevelt Road bridge watching trains during our layover. It appeared that there were going to be about 14 NRHS people traveling on Train #5 to Iowa on October 31, and inquiry to the attendant in the boarding area had us all seated together as our people arrived on various Eastern trains; we were then pre-boarded onto #5. Train #5 had three P42's, transition dorm, two sleepers, Sightseer lounge, diner and three coaches in addition to its head-end (and rear-end) mail and express.

Following our departure from Chicago NRHS President Greg Molloy queried the dining car steward as to our ability to have dinner prior to our scheduled 6:36 PM arrival at Mount Pleasant. The steward seated all of us at 4:50 PM, shortly before the 5:00 PM dinner hour, and we were promptly served excellent meals. I had filet mignon, which came with rice and vegetables and was excellent. Our arrival at Mount Pleasant was about five minutes late.

The Fall meeting, hosted by the Overland and Iowa Chapters, was a low-key type affair, but with a highly interesting program hosted by the Midwest Old Threshers at their location near downtown Mount Pleasant. We had the opportunity to ride newly-restored Chicago, Aurora & Elgin car #320 (Jewett, 1914), toward which NRHS provided a grant. At least five cars could be found in operation during the weekend. Also on the grounds is a narrow-gauge steam railroad and a huge collection of old farm equipment. The Midwest Old Threshers hold a reunion every summer, with thousands of participants drawn from throughout the Midwest. The staff and volunteers made us feel most welcome, and certainly fed us well all weekend.

Returning on Sunday, November 3, Train #6 was reported about two hours, 30 minutes late coming from the West, ultimately arriving at about 1:30 PM (11:18 scheduled). While waiting, we looked over the former CB&Q station at Mount Pleasant, in an excellent state of maintenance, including a new roof. Getting on the train, we asked the conductor if the dining car was still serving, and he quickly lifted our tickets and directed us to the diner, where the crew, even though in the process of tearing the diner down, happily served us. Three of us had the hot chicken

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The following article appeared in the May 28, 1951 issue of **RAILWAY AGE**, and is reprinted here because of its interest to Philadelphia Chapter members.

Eight Killed, 63 Injured in Wreck at Bryn Mawr, Pa.

Seven men, including a Pullman porter, and one woman, were killed and 63 persons injured in a rear-end collision between the Pennsylvania's **Red Arrow** and its **Philadelphia Night Express** at Bryn Mawr, Pa., about 6:38 a.m., Eastern Standard Time on May 18.

The latter train, No. 36, eastbound from Pittsburgh to Philadelphia on the eastbound express track of the railroad's four-track main line, had stopped in response to signals which had been activated by a dragging equipment detector. The following **Red Arrow**, No. 68, eastbound from Detroit to New York on the same track, had apparently stopped as required at the automatic block signal next behind and protecting the **Night Express**, but then failed to make a second stop short of the train itself.

The Pullman roomette car **Poplar Vale**, on the rear end of the **Night Express**, was virtually demolished by the impact, while the preceding car, **Cascade Chasm**, was derailed, as were the locomotive and first two cars of the **Red Arrow** which were, respectively, dormitory and baggage units. All the deaths occurred in the **Poplar Vale** and most of the more serious injuries in the **Cascade Chasm**, both of which had been picked by the **Night Express** from the **Clevelander** at Harrisburg, Pa.

The accident, which occurred just east of Roberts Road overpass near the boundary between Bryn Mawr and Rosemont, is being investigated by the railroad, the Interstate Commerce Commission, the Pennsylvania Public Utilities Commission and local authorities. The I.C.C. inquiry, docketed as Ex Parte No. 181, began at Philadelphia on May 23 before Commissioner W. J. Patterson and Examiner E. J. Hoy.

Other Investigators

Participating in the investigation were Ray Smith, I.C.C. chief of investigation; George Henderson, I.C.C. chief of signal; and John B. Conly, a member of the Pennsylvania P.U.C. This is said to be the first time the two commissions have held a joint hearing on a passenger-train accident in Pennsylvania.

First witness at the hearing was Joseph S. Gillum, superintendent of the P.R.R.'s Philadelphia Terminal division, who, under questioning by Adelbert S. Schroeder, the road's assistant general counsel, testified that crews of both trains had boarded them in Harrisburg under normal relief procedures.

As this issue of *Railway Age* went to press, the investigators were planning to take testimony from three key figures in the collision who are hospitalized—Francis B. Yentzer and Clarence W. Ward, engineman and fireman, respectively, on the **Red Arrow**, and J. M. Monahan, conductor on the **Night Express**.

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pot pie, which was freshly baked on board and was excellent. I did a walkthrough of the train after lunch and was dismayed to find that there were a total of only 50 passengers in the three Superliner coaches; I would have expected higher ridership on a Sunday.

On arrival at Chicago, the RoadRailers and boxcars were uncoupled from the rear and we pulled head-on into Union Station. All of us had ample time for connections, myself on **The Three Rivers** departing at 9:00 PM. We left on time, but then were held for almost one hour at the Calumet drawbridge near Hammond-Whiting waiting for a tardy Train 355 from Detroit. We would not recover that time and would lose even more enroute to Philadelphia.

We had an excellent on-board crew as far as Pittsburgh. I went to the Horizon dinette (53509) at about 9:45 and the attendant provided me with a Nathan's hot dog (good!) and Pepsi and I retired for the night. During the night, I awoke and the lights told me we had to be nearing Akron, where we arrived just about one hour late at 5:30 AM. Going for my shower, I noted that the sleeping car attendant had left a well-displayed selection of soap, shampoo, razor, toothpaste and other essentials in the shower room—a really nice touch.

I went for breakfast and again had the pancakes and syrup and rode in the dinette with Ken Maylath of the Baltimore Chapter until we were asked to leave nearing Pittsburgh so the detraining crew could clean the dinette. Upon leaving Pittsburgh, still an hour down, my new sleeper attendant promptly provided the morning's **USA Today**.

We proceeded east, with the conductor regrettably announcing Horseshoe Curve just after we had passed it going downgrade. It was lunchtime, and the dinette attendant offered me a hot meal, and I had the chicken and noodles over mashed potatoes, and it was really quite tasty and a huge improvement over the meat lasagna. I was provided a much larger lemon tart, as well.

We traveled east until arriving at Mapleton, just west of Mount Union, where we were held for nearly an hour for a parade of four westbound freight trains plus Train #43, the **Pennsylvanian**. Now some two hours late, we proceeded east until arriving at Cove, just east of Duncannon, where we were held for another half-hour because the railroad over Rockville Bridge was single-tracked. Norfolk Southern was apparently easing the curvature on one track, by inserting a short section of track.

While stopped at Harrisburg, I noted Amfleet Capstone coach 82056, striped in the NortheastDirect scheme, indicating Mr. Gunn's directives are being followed in ridding the Amfleet of the hideous green striping. We quickly changed crews and departed Harrisburg for a fast ride over that awful rough track to Lancaster and then on to Philadelphia, arriving at about 6:00 PM, approximately one hour, 30 minutes late.

My Amtrak experience rates an A-, with the only problem being some inconsistency between on-board cafe crews on **The Three Rivers** as to what complimentary food items come with a sleeping car ticket. Timekeeping (at least eastbound) found Amtrak at the mercy of Norfolk Southern (both at Hammond-Whiting and in Pennsylvania), and that proved less than satisfactory.

Commonwealth of Pennsylvania Railroad Quiz

by Roy L. Hudson

Once again, Roy L. Hudson has challenged our minds with a railroad quiz, this time wholly contained within the borders of the Commonwealth of Pennsylvania. You need simply to match the "clue" with the Pennsylvania "place" (city, town or place). Each answer must be used one time. Correct answers will be published in the January issue of **Cinders**. Good luck!

CLUES

1. Climax Locomotive Works
2. Leiper "Tram Road"
3. LVT headquarters
4. Union Station – PRR/NYC
5. Formerly a Wabash town
6. A P&W destination
7. Baldwin
8. Franklin Street Station
9. Early switchback railroad
10. Served by West Chester Street Railway
11. Reading Company
12. Headquarters for Conestoga Traction
13. Bellefonte Central Railroad
14. Served by PRR-Reading-S&NYRR
15. Delaware & Hudson Railway
16. Billmeyer and Smalls Car Works
17. Logan House Hotel
18. Named to honor railroad president
19. Former shop and Portage Railroad town
20. Leather goods and the WAG
21. PRR "liquid black gold" town
22. Lancaster, Oxford & Southern
23. CVRR
24. DL&W classic 1908 station
25. 1880 – first elevated railroad

PLACES

- A. Pittsburgh
- B. Mauch Chunk
- C. Eddystone
- D. Williamsport
- E. Klappertal Curve
- F. York
- G. Coatesville
- H. Olyphant
- I. Galeton
- J. Titusville
- K. Chambersburg
- L. Ridley Creek
- M. Scranton
- N. Quarryville
- O. Philadelphia
- P. Allentown
- Q. Lancaster
- R. State College
- S. Corry
- T. Hollidaysburg
- U. Reading
- V. Carbondale
- W. Erie
- X. Altoona
- Y. Norristown

ANSWER SHEET

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PRR Bryn Mawr Wreck

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The Pennsylvania's own "tentative and preliminary" statement on the wreck, which was issued on May 18 by J. M. Symes, operating vice-president, after expressing "sincerest sympathy" and promising "every assistance" to the families of the persons killed and to the injured, said:

"Our preliminary investigation shows that apparently the warning signals at the wayside and in the locomotive cab were properly working to warn the 'Red Arrow's' engine crew of the presence of the 'Philadelphia Night Express' on the track ahead. The flagman of the latter train, it is reported, had gone back to flag any approaching trains in the prescribed manner.

"Under these conditions, the engineman of the 'Red Arrow' should have had a caution signal at the signal bridge west of Radnor station about three miles from the point of accident, telling him to slow down to 30 m.p.h., and to approach the next signal prepared to stop. The next signal he encountered at the signal bridge east of Villanova station should have shown a 'stop and proceed' indication which told the engineman to stop and proceed at restricted speed, i.e., not exceeding 15 m.p.h. and to be prepared to stop...

"Our tentative information is that the engineman of the 'Red Arrow' did stop at the 'stop and proceed' signal east of Villanova station, but we are unable to explain how, in view of the rules, his train could have been moving, following the stop, at such speed as to cause an accident such as that at Bryn Mawr. The distance between the 'stop and proceed' signal east of Villanova station and the point where the 'Red Arrow' hit the 'Night Express' is one mile and a quarter.

"The engineman of the 'Red Arrow' had a good record with the railroad and had been an engineman for 25 years."

Mr. Symes' statement concluded with a brief outline of P.R.R. safety practices, and with promises to assist in the investigation, and to settle all claims "fairly and promptly."

On the day of the wreck, the Pennsylvania's Pier 46 South at Philadelphia was swept by a five-alarm fire; and it was announced at New Brunswick, N.J. that the company would be brought to trial there on June 11 on one of the 84 manslaughter indictments obtained against it as a result of the death of that number of persons in the February 6 wreck at Woodbridge, N.J. of its Jersey City-Bay Head Broker.

STAR SPANGLED RAILS 2003

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