

CINDERS

FEBRUARY 2002



IN THIS ISSUE

Philadelphia Chapter News.....	1,2
ON THE SCENE, by Elbert W. Simon, Jr.....	3
ExtraList.....	5
PHILADELPHIA EXPRESS, by Frank Tatnall.....	6

Volume 63

Newsletter of the

Number 2

PHILADELPHIA CHAPTER

National Railway Historical Society

Post Office Box 7302

Philadelphia, PA 19101

MEETING CANCELLATION NOTICE!

In the event of snow, sleet or freezing rain on a Philadelphia Chapter meeting day, Chapter officers will make a decision on whether to hold the meeting as scheduled. If in doubt, members should telephone 215-947-5769 after 12 Noon on the day of the meeting for a recorded advisory. Thank you.

MEETING NOTICE:

FRIDAY EVENING, FEBRUARY 15, 2002

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

Dinner at 6⁰⁰15 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 February 15, 2002 meeting will feature the annual **Ray Muller Slide Contest**, rules for which will be found on this page. The contest is named in honor of the late Chapter member who excelled in slide photography.

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, FEBRUARY 12, 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!**

Each member is urged to go through their slides, recent and vintage, and enter in the 2002 Ray Muller Slide Contest, exhibiting your work to fellow members while competing for film prizes.

CANYON RAILS 2002 – NRHS CONVENTION
hosted by Grand Canyon Chapter, NRHS
Williams, Arizona
August 19-26, 2002

2002 RAY MULLER Slide Contest Rules

No entry form is required for the 2002 **Ray Muller Slide Contest**, but entrants must register in person, beginning at 7:15 PM. Registration closes at 7:30 PM, with no entries accepted after that hour. The slide contest is open to **2002 PAID-UP Philadelphia Chapter Members ONLY!**

There are once again six categories in the Contest, and categories (a) through (e) must contain only subject matter taken since March 1, 1987 and category (f) only subject matter before March 1, 1987. In case of uncertainties, the contest manager, Phil Mulligan, will rule on appropriate categories or will disqualify unsuitable entries.

Categories are:

- (a) **Steam**
- (b) **Diesel** (including RDC's, railcars, turbine-powered equipment, SPV-2000's, etc.)
- (c) **Heavy electric** (including multiple-unit commuter rail equipment)
- (d) **Light electric**
- (e) **General** (subjects not included in the first four categories, such as rights-of-way, signals, stations or other fixed facilities, buses, trackless trolleys, unusual railfans, etc.)
- (f) **Oldies** (any subject prior to March 1, 1987)

Each contestant may exhibit a maximum of four slides in each category, or grand total of 24 in the contest. The entrant must have personally taken the slide, and it may be in color or black and white, and subject matter from anywhere in the world. The contestant's name **MUST** be on the slide. After the initial screening, entrant will select **ONE SLIDE** in each category for the projectionist to use in the **FINAL** judging. Thus, only six (6) slides are actually permitted in the final presentation for any entrant.

This year again, in addition to the normal film prizes, there will be an added **Best of Show** prize, awarded in memory of G. Gerrish Williams, Chapter Member, author and photographer who passed away in 1998.

Have YOU paid your 2002 dues??
If not, this will be the last issue of
Cinders that you will receive.

**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

President.....David Kopena (215) 441-8092
Senior Vice President.....William Thomas III (215) 545-3198
Vice President & Treasurer.....Richard Copeland (215) 343-2765
Secretary.....Marie K. Eastwood (215) 947-5769
National Director.....Frank G. Tatnall, Jr. (610) 688-5623
Historian.....Larry A. DeYoung (908) 788-7895
Editor.....R. L. Eastwood, Jr. (215) 947-5769

COMMITTEE CHAIRS

Equipment.....Robert F. Morris (610) 543-8010
Membership.....Sheila A. Dorr (610) 642-2830
Program.....William Thomas III (215) 545-3198
Publicity.....William C. Faltermayer (215) 233-1761
Sales.....Dave Kopena (215) 441-8092
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.

Fredrick Earns 50-Year NRHS Award; Eight Members Receive 25-Year Pins

In an announcement delayed by the sudden illness of NRHS Chairman of the Board Leroy S. Dietrich in December, Chapter Member Rodger Fredrick earned his 50-Year NRHS Pin during 2001, and eight Chapter members will receive their 25-Year pins. NRHS Senior Vice President (and *Cinders* Editor) Larry Eastwood, who is serving as Acting Director, Membership Awards for the Society, released the information following his receipt of the records during January.

Rodger Fredrick, a resident of Norwood in Delaware County, joined NRHS in 1951 and has been active in Philadelphia Chapter ever since, having held a number of chapter titles over that half-century span.

The eight members who will receive their 25-Year pins are Leslie B. Broomfield, Michael J. Frew, Alfred G. Gaus, Jr., Andrew J. Hart, Richard L. W. Reuss, James T. Sparkman, Peter Vander Veld and recent Chapter President Douglas W. Watts. The pins will be presented to those attending the February 15 meeting, and will be mailed to those residing outside the Philadelphia area.

Chairman Dietrich, who suffered a stroke early in December, is undergoing extended rehabilitation at a facility in Fairfax, VA, near his home in neighboring Springfield. Members who wish to send Lee, a well-known and popular figure at directors' meetings and conventions, a get-well card should direct it to his home address at 6213 Hibbling Avenue, Springfield, VA 22150-3332.

Beginning with the 2002 awards, 50 and 25-year pins will all be sent directly to members' homes, with each individual chapter being notified of their members receiving this recognition.

GREENBERG'S SHOW ASSISTANCE NEEDED

The Chapter will be appearing at the Greenberg's Show in Fort Washington (February 16-17) and Pennsauken, NJ (March 9-10). If you are able to provide assistance in manning our tables, please call President Dave Kopena at 215-441-8092.

Chapter Railroadiana Auction Report

Philadelphia Chapter held a Railroadiana Auction as the program portion of its January 18, 2002 meeting. Previously held in November, the event was moved to January when the Chapter tried out a slide auction last November. Due to the potential for bad weather at this time of year, it was decided to schedule the auction for January, thus minimizing the effect on guest speakers and members if our meeting had to be cancelled.

A total of 58 lots of railroadiana were offered for sale this year, of which 19 were presented by members and the remaining 39 donated by numerous different Chapter members.

The "commission" material brought a total of \$191.00, with \$152.80 going to four members, and the chapter retaining its normal 20 percent cut, or \$28.20. The remaining lots sold for \$375.00, resulting in the Chapter realizing \$413.20 from the 2002 Auction.

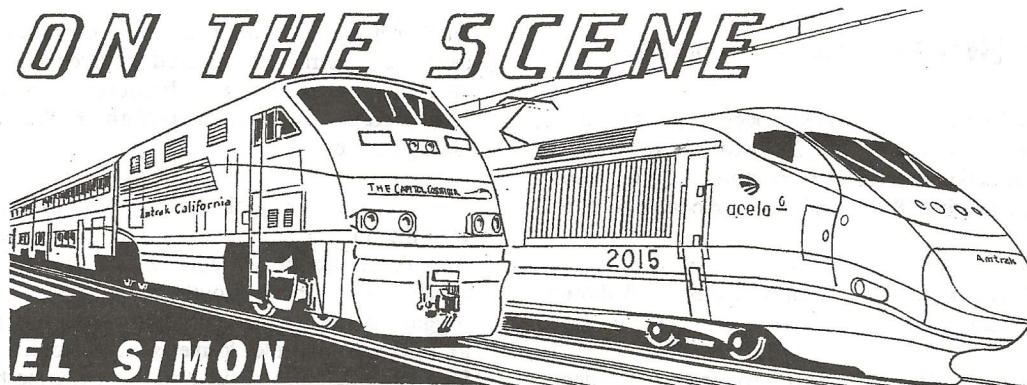
Larry Eastwood served as auctioneer, with Marie Eastwood acting as cashier. Bob Morris and Sam James assisted with various floor duties during the auction.

The Chapter wishes to thank the numerous members who donated material to be sold for the benefit of the Chapter. Judging by the success of the event, it is anticipated that the 2003 event will be held in January next year.

Chapter Leases Storage Space; Help Needed

At its meeting on January 16, the Chapter's Board of Directors authorized the lease of a 10' x 10' storage space to hold our archives. Much of this material has been stored in Editor Larry Eastwood's home, and is exceeding available space.

In addition, longtime Member Joe Mannix has offered to donate file cabinets to us for this use. Anyone who can assist in moving this equipment is asked to call Editor Larry Eastwood at 215-947-5769 so a late February work party can be arranged.



Amtrak set some sort of record by having copies of the new Northeast Corridor timetable effective January 28 available at 30th Street and other stations a month ahead of its effective date. This is a welcome change that will avoid springing surprises on the riding public, and allows people to plan ahead for trips with some degree of certainty. Several trains, however, did not get into the schedule, and they are Train 133 weekdays from New York to Washington, Train 182 Saturday from Washington to New York and Train 212 Sundays from Washington to New York.

Among major changes I noted in the new schedule are Train 2181 (7:30 AM New York-Washington), Train 2151 (5:15 AM Boston-Washington), the latter replacing Metroliner 107 south of Penn Station. Train 2203 replaces Metroliner 207 (9:00 AM New York-Washington Sundays), and new Train 2205 (10:00 AM New York-Washington Sunday), with the latter replacing Train 211, the 11:00 AM Metroliner. Acela Express Train 2157 adds Metropark, and 2209 replaces Saturday Metroliner 215. In a strange move, Acela Express 2163, at 3:00 PM, replaces Acela Express 2183 at 4:30 PM, which in turn is replaced by Metroliner 129. The train adds Metropark as a stop. An additional Metroliner, Train 127 weekdays, is carded out of New York's Penn Station at 3:30 PM, and Saturday Metroliner 215 is replaced by Acela Express 2209 (1:00 PM New York departure).

New Sunday Acela Express 2257 leaves Boston at 3:00 PM, New York at 7:00, providing another front-rank Sunday evening train to Washington. Also added on Sunday is Acela Express 2293, departing Boston at 5:00 PM, running to New York. Acela Express 2191 (6:42 PM weekdays Boston-New York) is discontinued, but new Acela Express 2295 leaves Boston Sundays at 6:30 PM for New York, and provides a New York connection to Clocker 631, allowing a midnight arrival in Philadelphia.

Northbound, weekday Acela Express 2180 is added at 7:25 AM from Washington to New York. Acela Express 2104 at 8:00 AM is replaced by Metroliner 104, and weekend Metroliner 204 is replaced by Express 2200, also at 8:00 AM. The 11:00 AM weekend Metroliner 210 is replaced by Acela Express 2252, and this train runs to Boston. Weekday Acela Express 2172 will no longer stop at New London, and Sunday Metroliner 222 (5:00 PM from Washington) is replaced by Acela Express 2258 running to Boston, but now skipping New Carrollton. Metroliner 224 on Sundays is discontinued, and Metroliner 126 (7:00 PM weekdays from Washington) is replaced by Acela Express 2116. An additional Acela Express, 2118, is now scheduled for an 8:00 PM departure from Washington for New York, and a new Metroliner 128 is scheduled to depart Washington at 4:35 PM for Manhattan.

Changes made to southbound Corridor conventional trains include the addition of business class to Trains 181, 131,

183, 159 and 187. Train 185 is added, departing New York for Washington at 11:35 AM weekdays, with existing Train 185 redesignated as 189. Weekend train 197 runs an hour later, with train 165 running an hour earlier. Trains 179 and 169 both run about 20 minutes earlier.

Northbound, business class is added to trains 182, 184, 186, 146, 148, 188 and 198. Train 174 will stop at Old Saybrook, Mystic and Westerly, with train 86 discontinuing these three stops. Train 474 will be carded about 20 minutes later, and Train 188, the 7:30 PM departure from Washington, changes frequency from weekend to daily and drops Princeton Junction. Train 182 from the old schedule is discontinued, and train 198 loses its business class service on Saturdays.

In a couple of Empire Service adjustments, train 295, the 6:15 AM departure from New York for Albany and Rutland, is replaced by train 299 operating only from Albany to Rutland. Trains 236 (4:10 AM weekdays) and 240 (5:10 AM daily) are dropped and replaced out of Albany by a new 240 (5:10 AM Monday through Friday) and train 238 (6:05 AM Saturday), adds Sunday operation. Train 248 (7:55 AM daily) drops its weekend operation, with train 250 becoming a daily operation from Albany.

The new schedules, of course, include the **Downeaster** trains to Maine.

The Amtrak Reform Council has triggered a period of debate over the future of intercity passenger service, with or without Amtrak. Something needs to be done soon, as Amtrak could run out of funds within months. The task is to determine just what level of service should be provided and how this can be made available at a reasonable cost. If the system is divided into segments individually subsidized, how would these "regionals" fare against the increasingly large freight railroads that can't always be counted on to cooperate fully with passenger carriers?

Following is a summary of Amtrak locomotive and equipment changes from mid-September, 2001 through the end of the year. The number of F40's in active Amtrak service now stands at only five units: 265 and 268 as protect units at Albany-Rensselaer, the 271 and 301 awaiting work at that location and the 413 at Boston as a protect unit. A number of units have been leased to MBTA (226, 244, 278, 280, 316) and Connecticut DOT (288, 291).

The P42 order from GE was completed when 207 was delivered, and switchers 540, 541 and 569 were received from CSX. GE P32 508 and SSB1200 554 were restored to service, and GP40TC was renumbered to 524. E60 electric 606 and AEM-7 913 were stored, as of December 4. (Continued on Page 4)

ON THE SCENE (Continued from Page 3)

Heritage fleet cars 1176, 1188 (baggage), 2446, 2450, 2466 (Three Rivers 10-6 sleepers), 3127 (Adirondack lounge), 8556 (diner) and instruction car 10504 were stored. Former buffet car 8716 was rebuilt as diner 8532, and Clocker coach 7609 was restored to service.

During this period, Acela Express trainsets 14 through 16 were added to service.

In Amfleet changes, café 20012 was rebuilt to dinette 20255, and clubs 20123, 20126 and 20143 were equipped with trainlines for Maine service and renumbered 48123, 48126 and 48143, respectively. Nine coaches were upgraded to Capstone standards and renumbered: 82077 (21000), 82078 (21017), 82082 (21031), 82081 (21072), 82085 (21147), 82084 (21228), 82080 (21237), 82079 (21250) and 82083 (21260). Full club 20988 was stored, café 43009 was rebuilt as Acela Regional café 85502 and coach 44184 was restored to service. Amfleet full club 48984 has been selected as a test bed for several types of coach seats and may return to service as a café coach (there is a central snack bar in this car, remember).

Horizon dinette 53500 was restored to service, and coach 54569 was renumbered to 51502 for long-distance service. Eight Superliners were stored, mostly with wreck damage: 31540, 32032, 32053, 39004, 39007, 39008, 39025 and 39044 (a bit rough on transition sleepers, to be sure).

Amtrak "freight car" acquisitions found 45 new box cars arriving from Trinity Industries (71201-71245) and 33 more refrigerator cars in the 74001-74112 series.

Amtrak California added F50's 2010-2015 and café 6315, coaches 6461-6463 and cabs 6961-6963.

It hardly seems possible that next month will mark the 20th anniversary of the operation of Amtrak's last steam-heated train. In March, 1982, two borrowed NJ Transit GG1's brought Amtrak train 82-Silver Star into New York Penn Station for the last time. In a class act, Amtrak added a former Seaboard tavern observation to the train at Washington for the final trip north. I had ridden the last steam trainset several weeks earlier by riding an Amfleet II set down to Raleigh, NC and returning on #82.

This equipment was soon packed off to storage in various locations. However, a number of coaches were leased to Metro North for commuter service out of New York's Grand Central Terminal for at least another year.

Our older members may remember that the Southern continued to operate its Southern Crescent after Amtrak's formation; in fact, it was still running an independent train in early 1979, albeit with some Amtrak cars tossed in on the through cars lines from New York.

The Christmas season of 1978 was the final holiday for independent operation. On most days, the train was running 14 cars out of Washington (seven coaches, four 10-6 sleepers, baggage, diner and a Crescent-series sleeper lounge (with master room, yet), plus Southern office car #4. However, several peak days found the train operating from Washington in two sections. On December 23, 1978, for example, a total of 24 cars were operated. Compared to the 14 cars noted above, Southern ran

another baggage-dorm, diner, six more coaches and two extra 10-6 sleepers. The railroad scoured its yards and provided many of the cars from its own fleet. Especially noteworthy was a former Nancy Hanks coach and two Man O' War coaches of Central of Georgia fame.

Amtrak took the operation over on February 1, 1979, with the train taking the name Crescent. The initial plan called for Amtrak to acquire 25 coaches, 18 sleepers, five diners and six coach-lounges from Southern. Because SOU was light on baggage-dorms and sleeper-lounges, Amtrak assigned its own cars to operate with the former's equipment. The final weeks of Southern operation of the train were marred by a derailment of the northbound Southern Crescent on December 3, 1978, taking the life of a well-known dining car chef who had personified the railroad in advertisements for the train. Four cars were seriously damaged in that accident: baggage-dorm 704, coach 833, diner 3311 and sleeper-lounge 2353. Motive power was to be a mix of two Southern E8's with one Amtrak E unit (Amtrak still had 56 active "steam" E's at that point).

On March 5, 1979, Southern had issued a sales offer for 23 cars not conveyed to Amtrak or needed for SOU's continued use. These cars included three standard baggage cars, one Central of Georgia standard coach, one dome coach, one baggage-dorm-coach, one combine, ten coaches, one lightweight baggage, two baggage-dorms and three wrecked sleepers.

To put all of the above into perspective, Amtrak at the same time was just receiving its initial Superliner equipment, with the first run taking place on February 26, 1979 on train 335 from Chicago to Milwaukee. If you remember, Amtrak received Superliner coaches first, other types of cars later. A few 10-6 sleepers had been converted to head-end power and were running with Amfleet cars on eight trains such as the soon-to-be-discontinued National Limited.

As of March 1, 1979, Amtrak had assigned its first Heritage HEP cars to the following locations: Chicago 12th Street (Penn Central) - ten baggage cars, one sleeper; Chicago 18th Street (AT&SF) - nine baggage, 14 sleepers; Los Angeles - one baggage; Seattle - 27 baggage, four sleepers; Sunnyside - 23 baggage, five sleepers and Washington - four baggage-dorms, seven sleepers. The baggage cars were the 1203-1272, which could also run with "steam" cars. This was also true of "shorty" cars 1350-1379 which were assigned as follows: Chicago 12th Street (14); Chicago 18th Street (1); Los Angeles (2); Sunnyside (10) and Washington (3).

Kansas City Southern has strengthened its business car fleet. Car 29 was formerly Illinois Central bedroom sleeper Brookhaven and car 40 was ex-Union Pacific 4812 (and later Amtrak 8096). Existing business car Kansas City (originally Kay See) will be renamed Harry S. Truman and placed in front of a new headquarters building. A Mid-South office car (originally from the Frisco) will be named Arthur Stilwell.

In looking through Reading Company magazines at the NRHS Library, I noticed a reference to the Horn & Hardart automat that once occupied the ground floor at Reading Terminal on Market Street. As I recall, this was the last automat to open in Philadelphia, on May 16, 1950. The original example, at 818 Chestnut Street, opened its doors on June 9, 1902. The more famous versions in New York City first appeared in July, 1912.

(Continued on Page 9)



FEBRUARY 16-17, 2002:

Greenberg's Great Train & Collectible Toy Show at Fort Washington Expo Center, Virginia Drive, Fort Washington, PA, 10 AM-4 PM both days. Free parking. Admission: \$6 adults, \$2 children (6-12). For information, telephone 410-795-7447. Philadelphia Chapter will be represented with an information/sales table.

FEBRUARY 17: Doodlebug Day on Wilmington & Western Railroad, Marshallton, DE, sponsored by Chesapeake Railway Association, using ex-Pennsylvania railcar #4662. Special leaves Greenbank station at 10:30 AM, returning by 3:30 PM, with numerous photo stops planned. Fare: \$32 per person (\$8 additional for optional box lunch). Order tickets from: Chesapeake Railway Association, P. O. Box 397, Gaithersburg, MD 20844-0397, enclosing stamped, self-addressed envelope. For information, telephone Jim Cummings at 301-990-1117.

FEBRUARY 23: "Vermont Snow Express" Amtrak excursion from Boston, MA to Brattleboro and Bellows Falls, VT, sponsored by Mass Bay RRE. Diesel-powered train leaves Boston South Station at 7:40 AM, returning about 9 PM. Numerous optional activities are planned at Brattleboro and Bellows Falls. Train fares: \$75 adults, \$40 children (12 and under), \$349 per person for first-class service in private car Caritas. Order tickets from: Mass Bay RRE, P. O. Box 4245, Andover, MA 01810-0814, enclosing stamped, self-addressed envelope. For information concerning train or optional tours, telephone 978-470-2066 and leave message (website: www.massbayrre.org).

FEBRUARY 23-24: Annual Spring Thaw Train Meet at Agricultural Hall, Allentown Fairgrounds, 17th & Chew Streets, Allentown, PA, 9 AM-3 PM both days, sponsored by Allentown Train Meet Associates. Admission: \$5 adults, \$2 children (5-12). For information, telephone Bob House at 610-821-7886.

MARCH 3: Annual Train Show & Sale at Mother Seton Regional High School, Clark, NJ, 9 AM-3:30 PM, sponsored by Jersey Central Chapter NRHS. Model trains of all gauges, railroadiana, books, slides for sale, plus circus train display, door prizes and trainset raffle. Free parking. Admission: \$4 adults, maximum for family \$8. For information, send stamped, self-addressed envelope to Jersey Central Chapter NRHS, c/o Mitchell Dakelman, 334 South 3rd Avenue, Highland Park, NJ 08904-2515.

MARCH 9: 16th Annual Harrisburg Railroad Show & Collectors Market, sponsored by Harrisburg Chapter, NRHS, to be held at new location this year: I. W. Abel Union Hall, 200 Gibson Street, Steelton, PA, 9 AM-3 PM. Admission: \$4.00 adults, children under 12 free. For information, contact Jim Robinson, 717-986-1183 or Eric Ohstrom, 717-774-0957.

MARCH 9-10: Greenberg's Great Train & Collectible Toy Show at Pennsauken Expo Center, Route 73, Pennsauken, NJ, 10 AM-4 PM both days. Free parking. Admission: \$6 adults, \$2 children (6-12). For information, telephone 410-795-7447 (website: www.greenbergshows.com). Philadelphia Chapter will be represented with an information/sales table.

MARCH 11-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

Pennsylvania, 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.

MARCH 16: "Seashore Trains Heritage Tour" special excursion over Cape May Seashore Lines, using ex-PRR GP9 and coaches, sponsored by West Jersey Chapter, NRHS. Visits will include historical railroad locations enroute along the Cape May branch. Optional night photo session with Steve Barry. Special train leaves CMSL Fairgrounds station in Cape May Court House 11 AM, returns 5 PM. Night photo session trip departs 6 PM, returns 8:30 PM. Fare: Day trip \$12, night photo session \$10, combination ticket \$20. Order tickets from: Dave Homer, 338 N. Stanwick Road, Moorestown, NJ 08057-3630, making checks payable to West Jersey Chapter, NRHS, and include stamped, self-addressed envelope. For information, contact Dave Homer at 856-866-0361 (6-10 PM), or e-mail to dshomerwoowoo@earthlink.net.

MARCH 21: "The Anthracite Railroads of Northeast Pennsylvania" lecture by Lance E. Metz at Two Rivers Landing Auditorium, National Canal Museum, 30 Centre Square, Easton, PA, beginning at 7:30 PM. Admission is free. For information, telephone 610-559-6613.

MARCH 23: EastRAIL '02 multi-media slide show at Warren Hills Regional High School, Washington, NJ, 10 AM-6 PM, sponsored by United Railroad Historical Society. Admission: \$10 adults, \$5 children in advance; \$15 adults, \$8 children at door. Order tickets from: URHS-NJ, P. O. Box 711, Clark, NJ 07066-0711, enclosing stamped, self-addressed envelope. For information, telephone 732-671-9644 (7-9 PM) (website: www.urhs.org).

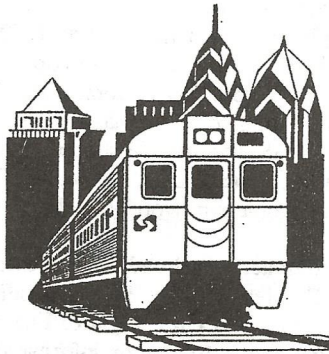
APRIL 11-14: NRHS Board of Directors meeting at Harrisburg, PA, sponsored by Harrisburg Chapter. Events include a Friday excursion over the entire length of the Middletown & Hummelstown Railroad and a Saturday Amtrak excursion Harrisburg-Philadelphia-Perryville-Harrisburg via Norfolk Southern's freight-only Port Road branch, using restored Pennsylvania E8 diesel locomotives (a stop may be arranged in Philadelphia). 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, the Port Road special \$85 coach or \$250 first class and the banquet \$33 for chicken breast entrée, \$38 for stuffed flounder or \$31 for vegetable strudel. 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). Special meeting rates available until March 12. 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).

PHILADELPHIA



FRANK G. TATNALL, JR.



SEPTA REGIONAL RAIL

During September, SEPTA conducted a survey of its Regional Rail passengers concerning the use of cellular phones on board trains (see October *Cinders*). The results were released last month, showing that 50 percent of respondents felt it important that they be allowed to use their cell phones on the train, while 45 percent disagreed. Thirty-nine percent said that the use of cell phones should be banned while 53 percent disagreed. Some 59 percent favored the designated of "quiet cars," a la AMTRAK, where passengers could find respite from cell phone chatterers. SEPTA, however, has decided not to prohibit cell phones on its trains or to add quiet cars, but rather to encourage passengers to limit use of the phones, to keep conversations brief and to speak in a low voice. Posters and seat leaflets are being used to spread that message.

Regional Rail commuters had to endure a major service disruption on the morning of January 8, when R3 train #6323 from West Trenton damaged the catenary at "Schuylkill" interlocking, just east of 30th Street Station. While the train was crossing from #3 to #6 track at 8:20 AM the overhead wire snapped, knocking out power to all tracks. Some trains were stalled for up to an hour until power could be restored on adjacent tracks, and delays continued throughout the morning. After repairs were made, normal service was restored about 2 PM.....A suspected bank robber led police on a wild car chase from Abington to center city Philadelphia on the morning of December 31, finally abandoning his stolen car at a Schuylkill Expressway exit near 30th Street Station. He fled across AMTRAK's busy mainline north of the station, after which police swarmed around the area checking trains, platforms and buildings. The intense manhunt went on for an hour before the fugitive surrendered to two SEPTA police officers. A tracking dog found him hiding in an empty SEPTA train.

SEPTA still plans to go out with a request for proposals in March for 100 or more "Silverliner V" MU cars (see January *Cinders*). But the \$300-million project has been the focus of news stories to the effect that SEPTA plans to retain the 18-inch-wide seat measurement—considered too narrow for many of today's broader-beamed passengers. The cars also will contain three-and-two seating—much reviled by the public—between the quarter-point doors and the car ends. And, as the *Inquirer* points out, Philadelphia has been ranked as the third-"fattest" city in America

by *Men's Fitness Magazine*.....SEPTA has sold retired Blueliner MU car #9109 to an unknown party. As of last month, the car was still at Wayne Electric shop to have its transformer removed.....SEPTA reopened the corridor from the 18th & JFK Blvd. entrance to Suburban Station on December 31, but will construct a new, wider and more direct passageway from 18th & JFK. Rebuilding of the 15th Street courtyard entrance should be completed this spring, and the \$30-million renovation of Suburban Station concourse will begin later this year.....Mach 5-7 are the tentative dates for public hearings on the Environmental Impact Statement involving SEPTA's cherished Schuylkill Valley Metro project. The 45-day public comment period began February 1.

SEPTA continues its upgrading of the R3 Neshaminy Line (see September *Cinders*). Last month, a CSX work train began dropping welded rail along four miles of northbound track of SEPTA's R3 Neshaminy Line between Philmont and Neshaminy Falls. Track crews soon will begin installing the rail, necessitating single-track operation during middays between Jenkintown and Neshaminy Falls. (New welded rail is already in place on the northbound track from Jenkintown to Philmont). New catenary will be installed on the northbound track from Noble to Philmont, work having been completed last year on the southbound track from Philmont to Noble. This summer, both tracks will receive new wire between Jenkintown and Noble. The catenary being replaced dates back to the Reading's original electrification in 1931. Inter-track fencing will be erected at several stations for increased safety (*Metro*).....After finishing work on the Neshaminy Line, the CSX rail train will move to the Fox Chase Line, where welded rail also is to be installed.

SEPTA officially dedicated its rebuilt R3 Somerton station on January 14, with its new station building, canopy and platforms. However, fewer parking spaces are now available at this station because a nearby church parking lot has been closed to railroad patrons. In lieu of this, SEPTA is opening a stoned parking lot at Philmont station, two miles to the south. Next on the program is construction of a new R3 station at Woodbourne, to be completed this summer.....Because of ongoing work on the newly-double-tracked Ridley Creek bridge, SEPTA is busing outbound R3 passengers from Media to Elwyn between 10 AM and 3 PM on weekdays. Oddly enough, inbound trains from Elwyn operate normally during this period.....During the first six months of Fiscal Year 2002 beginning last July 1, Regional Rail averaged 102,000 daily passengers, indicating continued growth in ridership.....SEPTA has lured few additional riders to either the R3 West Trenton or R7 Trenton lines since the start of the I-95 reconstruction project in May. Most motorists continue to battle the traffic on I-95 into and out of Philadelphia.

(Continued on Page 7)

PHILADELPHIA EXPRESS (Continued from Page 6)



SEPTA TRANSIT

For the first time since August, SEPTA's ridership and revenue were on budget in December. Average daily "linked" ridership was 741,000, while for the first six months of Fiscal Year 2002 it was 705,000 or one percent about budget. Consolidated passenger revenues of \$24 million in December were slightly above budget but for the fiscal year to date revenues of \$153.8 million were two percent below budget. Helping the cause in December was the Citizens Bank promotion (see January *Cinders*) which brought in \$350,000 and 65,000 additional riders. But revenues have been adversely affected by a greater-than-anticipated jump to higher fare instruments, i.e. passes, following the fare increase of last July 1. The surplus after subsidies for the month of December was \$870,000 and the cumulative deficit for six months was \$1.6 million.....Last month, a panel of Commonwealth Court judges dismissed a lawsuit brought by several activist groups against SEPTA, challenging the July 1 fare increase. The judges said that the boost in the base cash fare from \$1.60 to \$2 was "reasonable" and that the SEPTA board had not violated the State's open meetings law in approving the increases.

SEPTA's Broad Street Line handled 22,500 passengers to and from the South Philadelphia Sports Complex on Saturday, January 12, when the Eagles hosted a playoff football game at Veterans Stadium and the Flyers hockey team played at the First Union Center. This was 25 percent of the total turnout for the two events, and was influenced by well-publicized warnings from the City that parking spaces would be in short supply. SEPTA operated 13 "Sports Express" trains between Fern Rock and Pattison Avenue stations.....Effective with the new transit timetables effective February 10-11, SEPTA has dropped its familiar slogan "Serious About Change".....The first 100 low-floor buses from New Flyer are in service on numerous SEPTA routes. The next 100 units to be delivered starting in March will be equipped with front-end bicycle racks and the last group in the 300-unit order will begin arriving in September, also to be equipped with racks. The 5400-series Flyers also sport another innovation familiar on many transit systems: illuminated route indicators. (Until now, SEPTA's only bicycle-rack-equipped vehicles were the 30-foot buses received last year.) The low-floor buses have also been assigned to the new center city "Shopping Sprees" routes, dressed in a unique but gaudy paint scheme.

As of late January, the SEPTA board had not yet chosen a new general manager to replace John K. Leary, Jr., who retired at the end of the month after five years on the job. It is likely that an acting GM will be named to serve until a permanent appointment is made. There are two internal candidates for GM, Assistant GM Pat Nowakowski and Treasurer Faye Moore, but several outside candidates have submitted resumes. A farewell reception was given for Leary and his family on January 24.....SEPTA issued a new Philadelphia Transit & Street Map in September, but it appears to be a well-kept secret. The map is available at the Transit Museum Store, 1234 Market Street for \$7 plus tax.....SEPTA will once again issue a good-everywhere

Bouquet Pass in connection with the Philadelphia Flower Show, to be held at the Pennsylvania Convention Center March 3-10.....The American Public Transportation Association has launched a television and magazine ad campaign promoting public transit. One such ad appears in the January 21 issue of *Time Magazine*.

Work is in high gear on the Girard Avenue Light Rail project, the infrastructure segment to be completed this year. This includes replacing or rebuilding 8.2 miles of track, replacing overhead wiring, upgrading the power system, installing pedestrian islands and repairing Callowhill depot to handle the line's rebuilt PCC cars. SEPTA has awarded a \$22.7-million contract to completely overhaul 18 PCC's (see January *Cinders*) for the new service, which is to start in 2003 (*Metro*).....SEPTA continues its weekend shutdowns of the Market-Frankford Line for installation of a new automatic train control system. In January buses were substituted between Frankford Terminal and 15th Street while the west end from 15th to 69th Street will be shut down on weekends this month and next. However, because of heavy transit riding to the Sports Complex on January 12 (see above), work was cancelled for that day and trains ran on regular schedules.....As mentioned in the last issue, SEPTA is facing a deficit of \$10 million or more this year. Treasurer Faye Moore has warned the board that some concerted action may soon be needed, but a SEPTA spokesman said that no service cuts or fare increases are being considered.

Over the next several years SEPTA plans to install a new audio-visual public address system at all stations on the Regional Rail, subway-elevated, subway-surface, Norristown and Media-Sharon Hill lines. Designed to provide up-to-the-minute arrival and departure information, the system will consist of LED signs directly linked to the SEPTA Control Center at 1234 Market Street. The bank of colorful monitors at Market East Station represents the first major installation of the new AVPA system (the dot-matrix signs on the Upper Level of 30th Street Station are different in appearance, and were independently installed). Under Phase I of the program, about 25 "key" Regional Rail stations and certain subway-surface stations have been equipped with variable-message electronic signs to be tied into the new system. Phase II scheduled for 2002-2003 will see the new signs at all center city subway and light rail stations. Those who remember the old MetroVision monitors in center city stations will be glad to know that the AVPA signs will carry no advertising.

SEPTA is contending that the \$6-million fire that destroyed part of the old Luzerne depot in Hunting Park on October 7, 2001 may have been arson. Through the Citizens Crime Commission, SEPTA and its insurance company are offering a \$5,000 reward for information leading to the arrest and conviction of those responsible for the suspected arson. The Philadelphia Fire Department, however, believes the fire in the century-old structure was accidental, and has issued numerous citations to SEPTA for the improper storage of hazardous and flammable materials.....The employees at Elmwood depot last November celebrated the 20th anniversary of the facility, and 16 veterans who began working at Elmwood in 1981 are still on the job there! (*Metro*).

The Roosevelt Boulevard Transportation Investment Study is due for completion this spring. The consultant who is preparing the study has determined the "locally preferred alternative" to be a rapid-transit route up the boulevard with open-

(Continued on Page 8)

PHILADELPHIA EXPRESS

(Continued from Page 7)

cut stations. Estimated cost of the project is \$2.6 billion (DVARP).....The *Inquirer* reports that a Federal grand jury is investigating the finances of Transport Workers Union Local 234, which represents most of SEPTA's transit employees. Former Local 234 President Steve Brookens was ousted by the international union after his unit failed to pay some \$375,000 in dues. International Vice President Harry Lombardo continues to serve as trustee of the local union.



AMTRAK

The AMTRAK Reform Council decided last month that Amtrak's intercity passenger train operations should be opened to competition, but that some type of governmental authority continue to own and maintain the Northeast Corridor. ARC estimated that it requires at least \$800 million annually to properly maintain the Corridor infrastructure, but that Amtrak in recent years has spent far less than that. Three scenarios were proposed for actually operating the trains, and on February 7 ARC will submit a single recommendation to Congress, where the final decision will be made (NARP).

"(I)t's clear that Amtrak as presently structured and managed doesn't work, and probably never will," wrote *Railway Age* Editor William Vantuono in the January issue. "What if the financial mechanisms and incentives were put in place for America's freight railroads—which are regarded as the best in the world—to resume operating their own passenger trains, with their own locomotives, car crews and support staff?" Perhaps with some tax relief and other assistance, we could see "a revived **Broadway Limited** proudly displaying Norfolk Southern's prancing stallion." Some reports indicate that NS, UNION PACIFIC and CANADIAN NATIONAL are actually studying the possibility of resuming passenger operations.

United Transportation Union President Byron Boyd, the same leader who recently castigated AMTRAK management (see January *Cinders*), is calling for a summit meeting of railroad industry and union CEO's to consider "what is needed to assure the preservation, expansion and improvement of America's national rail passenger network." Boyd went so far as to predict that Amtrak may run out of cash in March. He pointed to the success that labor and industry had in persuading Congress to approve a long-term restructuring of the railroad pension plan, and suggested a similar effort now (*Trains*, *Weekly Rail Recap*).....In its meeting last month in Washington, the U. S. Conference of Mayors urged the President and Congress to build up AMTRAK and not to liquidate it (NARP).

James Weinstein has been appointed senior vice president of AMTRAK's Northeast Corridor Business Unit, replacing E. S. Bagley, Jr., who was promoted to executive vice president of operations. Weinstein, 55, has just stepped down as transportation commissioner for the State of New Jersey and chairman of NJ TRANSIT. Following a similar path as his boss, Amtrak President George Warrington, Weinstein also served as a commissioner of the Delaware River Port Authority.....The

new Northeast Corridor timetable effective January 28 has a cover identical to that of the timetable issued last September 30, except for the date and a change of color in the lettering.

A severely-depressed prison guard committed suicide in Northeast Philadelphia by lying down in front of AMTRAK train #67 the morning of January 15.....AMTRAK and Continental Airlines have announced that effective in March, there will be through ticketing for Continental passengers who use Amtrak between Newark (NJ) International Airport and Philadelphia, Wilmington, Stamford, or New Haven, CT. The Amtrak segment will be treated the same as a short connector flight, a type of arrangement common in Europe but rare in the U.S. (NARP).....AMTRAK's longest-serving conductor, Dennis Corsale, died last month at 79 in Saratoga Springs, NY. He had hired on with the DELAWARE & HUDSON in July 1941 and retired in December 2001 (*Weekly Rail Recap*).....A consultant has told a task force of the Delaware General Assembly that commuter rail service is feasible between Wilmington and Dover, via NORFOLK SOUTHERN's Delmarva branch. Capital costs were estimated at up to \$477 million (NARP).



CSX
NS
OTHER ROADS

The Ringling Bros. and Barnum & Bailey Blue Unit circus train will once again visit Philadelphia this spring, when the circus plays at the First Union Spectrum April 17-28. The same troupe will also play at Hershey, PA May 22-27, Trenton, NJ May 30-June 2 and Wilkes-Barre, PA June 5-9, the latter moves via NORFOLK SOUTHERN. The Red Unit train will visit State College, PA April 25-28 via NS and NITTANY & BALD EAGLE.....On January 21 NS began classification operations at its rebuilt Enola yard near Harrisburg, and will implement the final phase of its Thoroughbred Operating Plan there on February 4. Some 600 cars will be classified daily at the huge but long-moribund yard, with numerous train schedules revised (*Trains*).....Deficit-plagued Ford Motor Company announced last month that it will close five of its plants over the next several years, including the Edison (NJ) assembly plant. CSX and NS will be the most seriously affected by these closures, in terms of lost business.....A recent survey conducted by Morgan Stanley Dean Witter revealed that many shippers are still dissatisfied with the quality of their rail service. CANADIAN NATIONAL received the highest grade among the seven Class 1 railroads in four service categories. NORFOLK SOUTHERN was ranked the lowest (*Traffic World*).

On short notice, the NJ TRANSIT board last month voted to increase rail and bus fares an average of ten percent, effective April 1. This will be NJT's first fare increase in a decade, forced by a looming \$3.1-billion deficit over the next five years. The State, facing its own \$2-billion deficit this year, is not expected to bail out NJT any time soon.....The second of NJT's new 7,100-hp ALP-46 electric locomotives, #4601, was spotted passing through Philadelphia January 4 on a special northbound CSX train.....Among the goals set for this year by Radnor Township commissioners is the start of work on the proposed P&W hiking-biking trail (see December *Cinders*). This

(Continued on Page 9)

PHILADELPHIA EXPRESS

(Continued from Page 8)

long-delayed project is to be built on 2.2 miles of an abandoned Philadelphia & Western right-of-way in Delaware County (*Main Line Life*).....The Delaware River Port Authority has approved \$23 million in contracts to rebuild PATCO's Ferry Avenue, Collingswood and Westmont stations (*Weekly Rail Recap*).....A Federal judge in Chicago last month issued an injunction blocking a strike by the Brotherhood of Locomotive Engineers over the assignment of locomotive remote control devices to the United Transportation Union.

Bombardier's prototype turbine-electric engine will soon be ready for "real-world" trials on the nation's railroads. Developed under a cooperative program with AMTRAK and the Federal Railroad Administration, the sleek locomotive was tested for several months at the Transportation Technology Center near Pueblo, CO. It has the same body style as Amtrak's Acela Express power units (National Corridors Initiative).....President Bush last month signed into law the Railroad Retirement Reform Act, which revamps the pension system for railroad employees and provides payroll tax savings for the carriers.....In another blow to the domestic airline industry, U. S. Airways last month reported a loss of \$1 billion for the fourth quarter of 2001, and \$1.97 billion for the entire year, its worst performance ever. Revenues in the fourth quarter declined 34 percent, indicating the steep drop-off in patronage since the September 11 terrorist attacks.....President Bush has appointed John W. Magaw as the nation's first under secretary for transportation security. Magaw formerly headed the U. S. Secret Service and the Bureau of Alcohol, Tobacco & Firearms.

The Franklin Institute last month reopened its Railroad Room, still dominated by massive steam locomotive #60000 donated to the Institute by Baldwin Locomotive Works in 1933. The revamped exhibit has been christened "The Train Factory".....General Electric announced last month that the locomotive business is so bad that it will lay off 1,100 workers, mainly at its Transportation Systems plant in Erie, PA. About 4,500 people work in the huge plant. GE said that orders are down 40 percent from last year, and that it expects to produce between 300 and 400 locomotives in 2002, down from 550 in 2001 and a high of 911 in 1999 (*Trains*).....In the general downturn in travel due to the slumping economy and terrorist fears, many smaller destinations close to major cities will fare well. The *Kiplinger Washington Letter* specifically points to Pennsylvania's Amish country as one of those fortunate destinations.....BRANDYWINE VALLEY RAILROAD has filed to purchase from PennDOT 18 miles of the former Reading Wilmington & Northern branch between Modena, PA and the Delaware state line, over which it already operates (*Weekly Rail Recap*).

West Jersey Chapter Schedules Programs

Our good neighbors in West Jersey Chapter have scheduled two programs for their February and March meetings which may be of special interest to Philadelphia Chapter members.

On February 25, 2002, Philadelphia Chapter Member Larry DeYoung will present **Conrail from the Inside**, an in-depth slide program on the history of CR from its inception to what remains today, its successes and shortcomings.

ON THE SCENE

(Continued from Page 4)

While our younger members may associate the term "automat" only with the somewhat indifferent food service on some Southern Pacific passenger trains in the 1960's, I certainly found the H&H experience fascinating. The cashiers were experts at dispensing exactly the correct number of coins on worn marble counters after you gave them a dollar or two. Armed with your change, you purchased your food from banks of glass-faced machines along the wall. When the consumer had entered the correct number of nickels and/or quarters, the lock was released and you removed your food.

You could eat fairly quickly when time was short and your train was soon to depart upstairs. The bank of escalators took you to the Reading Terminal train floor, past the semi-circular ticket office and waiting area to the train gates with their color-coded illuminated signs. Living with my parents in Somerton, blue was the color you looked for to ride the West Trenton Local.

The Reading Terminal trainshed, of course, spanned 13 tracks, with the lowest numbered on the east side being the longest ones. Thus, the **Interstate Express** consist with its many mail and baggage cars, plus the Syracuse sleeper could be found there most evenings, when I was boarding my 10:40 PM West Trenton Local. Reading's suburban trains tended to leave at similar times past each hour.

First stop on most Reading trains was North Broad Street, the site of a substantial station constructed in 1929. This building was testament to Reading's hopes for the neighborhood's future, and you can judge for yourself if they were visionary. Here, too, Reading's adjacent Huntingdon Street coach yard tended to the needs of the locomotive-hauled passenger cars. From time to time, a Baldwin switcher would appear to shuttle cars to and from Reading Terminal, while close-in Green Street Engine Terminal just north of Spring Garden Street station took care of the locomotives.

North Broad Street served Shibe Park (later Connie Mack Stadium), home of the Phillies and Athletics (as well as the Eagles for a time), and a short walk afforded connections with the Broad Street subway as well as the Pennsylvania's North Philadelphia station at Broad & Glenwood. True believers, however, connected for the great beyond at Wayne Junction, where B&O trains called enroute from Jersey City to many Midwestern points. Many was the time when I passed a B&O train stopped there; to quote the late Editor David P. Morgan of *Trains Magazine*: "something old, something new, something borrowed, all in blue"! Those were the days!

On Saturday, March 30, 2002, Chapter Member Dave Kreines will present a slide program entitled **Last Steam of the Pennsylvania Railroad**, covering the 1954-1957 twilight years on the Pennsy, PRSL and New York & Long Branch. This meeting begins at 1 PM and ends about 4 PM.

West Jersey's normal monthly meetings are at 7:30 PM in the Haddonfield Borough Hall's second floor auditorium, at 242 Kings Highway East, several blocks east of the PATCO station.

Hagen Appointed New Superintendent At Steamtown National Historic Site

The National Park Service has selected Acting Superintendent Harold (Kip) H. Hagen as the new superintendent for Steamtown National Historic Site in Scranton, according to NPS Northeast Regional Director Marie Rust, who presided over a formal ceremony in Scranton on Friday, January 25. Hagen, assistant superintendent since January 1998, had been acting superintendent since May 31 of last year, when former Superintendent Terry R. Gess retired from the Park Service. Hagen was chosen from a field of some 30 applicants, both from within and outside NPS.

A native of Scranton, Hagen expressed a great deal of satisfaction over his selection. "I am pleased and honored to have been selected to manage a site that holds so much national and personal significance." He has deep roots in Scranton, for his family operated Hagen Lumber Company at Hickory Street and Mattes Avenue in South Scranton, within view of Steamtown, from 1907 until it was closed in 1961.

Kip is a 1973 graduate of LaSalle University, with a B. S. in Political Science and a minor in Sociology. He has two children. His father was a Park Service employee as well, and both parents were former residents of Scranton, too.

Hagen has been with the National Park Service since 1976, when assigned to the Bicentennial Celebration restoration project at Washington Union Station. He served in various posts before arriving back in his home town of Scranton in 1997.

He has also been the point man with NRHS in the operation of RailCamp, and has been of great assistance to RailCamp Director (and *Cinders* Editor) Larry Eastwood in the joint NPS-NRHS venture to interest a new generation of railroad enthusiasts in the preservation of America's rail heritage.

Steamtown has been facing increasing budgetary and operational challenges, but Rust, in her remarks at the ceremony, expressed confidence in Hagen's ability to move Steamtown to the next level in preserving and interpreting the impact of railroading and its steam heritage on the development of this country.

Harrisburg Chapter Special to Run Through Philadelphia; Stop Uncertain

As a part of the Spring 2002 Directors Meeting being held the weekend of April 11-14 in Harrisburg (see *Extra List* on Page 5, this issue, a special Amtrak train is scheduled to operate Harrisburg-Philadelphia-Perryville-Enola-Harrisburg, with a ceremonial stop on famed Rockville Bridge for a presentation.

The train is scheduled to pass through 30th Street Station enroute; a request has been made to consider a passenger stop to entrain Philadelphia area passengers desiring to ride the special. At presstime, because of apparent lagging negotiations with Amtrak, this stop is uncertain, as is any consideration of permitting entraining Philadelphia passengers to return to Philadelphia on the special, in lieu of a regular Keystone Service train. We have withheld inclusion of a trip flyer in this issue, with the hope that by our March issue, details will have firmed up.

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

FIRST CLASS MAIL
U. S. Postage
PAID
Permit Number 12
Huntingdon Valley, PA
19006



FIRST CLASS MAIL

PAUL G. MOORE
1957 INVERNESS DR
SCOTCH PLAINS NJ 07076-2636