



CINDERS



JANUARY 2002

IN THIS ISSUE

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

Volume 63 Newsletter of the Number 1

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

WHYY-TV to Air PRR Special January 15

Pennsylvania's days as a giant of industry and transportation owed a great deal to one mega-company, the Pennsylvania Railroad, whose history has now been captured by WHYY-TV, PBS Channel 12 in Philadelphia.

A premiere showing of **The Pennsylvania Railroad** will take place at 8 PM on Tuesday, January 15, 2002. The documentary takes a broad look at the rise and fall of the Pennsy, an amazing story of social history which will detail the lives of the owners and top management as well as those who laid the tracks, stoked the engines and threw the switches.

From its beginning in 1846 until its merger with Penn Central, the subsequent bankruptcy and formation of Conrail, the PRR had a big impact on the major events of the 20th Century, including the Great Depression and World War II. "Without the railroad, we as a nation would not be here as we are. People can't conceive of a time with no highways, but back in history if you needed milk, you used the railroad; if you needed to move soldiers, you used the railroad," said Channel 12 Executive Producer Trudi Brown.

To further bring the uninitiated viewer into the history of the PRR, action shots were used in the documentary, including footage taken at Horseshoe Curve in Altoona, the latter developed as a railroad town.

Good fortune had it that **The Pennsylvania Railroad** went into production about the same time that renewed interest was building in the photography of William Rau. Rau had been hired by the PRR to travel its routes, taking panoramic photos as a way to entice potential leisure travelers to ride the PRR's trains.

Archival footage and interviews with former PRR employees are used to capture the day-to-day operation of this huge and powerful industry. Chapter National Director Frank Tatnall, a former PRR employee, was among those interviewed for the documentary.

WHYY says that the PRR's "owners were powerful men, and this industry came about before there were anti-trust laws." The new wealth needed to be displayed and thus the PRR was to directly affect the creation of one of the most unique and prestigious communities in the country—the Main Line. The

(Continued on Page 10)

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, JANUARY 18, 2002

Faculty Club (2nd Floor), Alumni Hall, 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), or Parkway garage, also 9th above Locust (\$5.75 after 6 PM), Downtown Garage, Walnut Street east of 10th (\$4.00 after 6 PM)

Our January 18, 2002 meeting will feature our annual Railroadiana Auction. The evening begins with our usual sit-down dinner in the Faculty Club, Alumni Hall, Thomas Jefferson University, starting at 6:15 PM, at a cost of \$20.00 per person. **DINNER RESERVATIONS ARE MANDATORY and MUST BE MADE BY TUESDAY EVENING, JANUARY 15, 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!**

The auctioneer's gavel will sound at 7:30 PM in our meeting room, and will continue until 9:30 PM, at which time all unsold material will be returned to the sellers. Registration will begin at 7:00 PM. No business meeting will be conducted. Rules for the 2002 Railroadiana Auction will be found on Page 2 of this issue.

Our February 15, 2002 meeting will feature the annual Ray Muller Slide Contest. Mark your calendars now!

Have YOU paid your 2002 dues??
(This is the last issue of *Cinders* for those holding Chapter-only membership)

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

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

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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Eakins Lounge, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner (optional) at 6:15 PM (\$19.00 per person), Meeting at 7:30 PM.

ANNUAL MEMBERSHIP DUES: \$35.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 per person per year. Membership applications should be forwarded to: Membership Chair, P. O. Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only membership.

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. PLEASE INCLUDE YOUR NEW TELEPHONE NUMBER and E-Mail address so our Membership List is complete. We will notify the NRHS National Headquarters of the change.

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.

PHILADELPHIA CHAPTER, NRHS
2002 RAILRODIANA AUCTION RULES

1. Minimum bid price on any one lot is \$2; increments in bidding will be in multiples of 50 cents, please.
 2. Each seller will be limited to a MAXIMUM of eight (8) lots of material. You will be assigned a seller number at registration and given forms to identify each lot number to be sold. Each item must be listed separately on the registration form. EVERY EFFORT WILL BE MADE TO ROTATE LOTS, GIVING EQUAL EXPOSURE.
 3. Each BUYER will be given a BIDDER NUMBER. In an effort to speed the auction, payment on all items will not be made until the END of the auction, or until the bidder is finished bidding on lots. Settlement for items sold SHOULD BE MADE at the end of the evening, providing sufficient cash is on hand. The Chapter officers are in control of the auction, and reserve the right to reject any material offered for sale not considered in the best interest of the bidders. The Chapter retains 20% of the proceeds from each sale.
- HUCKSTERING OF RAILRODIANA ON THE SIDE IN THE AUCTION ROOM IS DISCOURAGED WHILE THE AUCTION IS IN PROCESS. Bidders are asked to pay attention while bidding and maintain a quick, spirited bidding pace to enable the auction to be completed, if possible.

We urge you to dig through your attics and come up with some material for sale, and fill your wallet so you can also bid! Contributions of lots to the Chapter are always welcome as a means of raising additional funds for the FP7 project.

Try and interest a railroading friend to come out, attend and support Philadelphia Chapter's Railrodiana Auction on Friday evening, January 18, 2001. Have fun while adding some needed items to your railrodiana collection.

**Save GENUARDI'S Family Markets
cash register tapes. Only 2001 and
2002 tapes are good this year.
They help the FP7 project!**

DUDLEY P. LIGHTY, JR. December 17, 2001

It is with sadness that we report to you the passing of Chapter Member Dudley P. Lighty, Jr., of Thorndale, Pennsylvania, on December 17, 2001. He had joined NRHS and our Philadelphia Chapter in 1967.

Dudley, who rarely attended chapter meetings, was a highway project engineer and former civil engineer for PennDOT, having worked for the latter organization for 35 years prior to retiring in 1991.

He was an enthusiastic historian, holding membership in a total of 32 historical and ethnic societies, ours among them. As a member of the PRRT&HS, he successfully spearheaded efforts to erect historical markers commemorating the Philadelphia & Columbia Railroad in Fairmount Park as well as the 30th Street Station marker.

He is survived by his wife of 28 years, Barbara Teufel Lighty, a son and two stepchildren.

Funeral services and interment were held on Saturday, December 22 in Bala Cynwyd. The Chapter extends its sympathy to Dudley's family; his dedicated efforts in the field of local and transportation history will be lasting achievements.

GEORGE S. CRAPO, JR. September 6, 2001

We have been informed by his family in Minnesota of the passing of Chapter Member George S. Crapo, Jr., on September 6, 2001.

While we don't have much biographical information to pass on to you, we are able to tell you that George joined NRHS and our Chapter in the year 1955. He had participated in a number of Chapter activities over the years. We extend our sympathy to George's family.



Another Thanksgiving season has come and gone, and Amtrak's efforts showed promise as the expanded use of reserved seating assured travelers with foresight that they would not have to stand. Only the Clockers and Empire Service trains between New York City and Albany accepted non-reserved passengers.

Reports indicated that as many as ten cars were operated behind a single AEM-7, generally including one food service car and a business class car. Some trains carried more than one business class car and I noted Metroliner consists operating in the middle of regular trains. More often than not, the extra Metroliner Service cars used were those freed up since the introduction of Acela Express trainsets.

On Wednesday, November 21, 14 Acela trainsets were in revenue service but only 11 on Sunday, November 25, a day which saw operations impacted by events beyond Amtrak's control.

The only problem that seemed to arise on Wednesday involved Train 190, whose HHP-8 659 suffered a problem near Baltimore with a bad traction motor blower, which disabled half of the unit's power and caused it to stall. After several attempts to correct the problem, two protect GE P40's took the train to Philadelphia where E60 610 finished the run to New York's Penn Station. By that time, however, 190's passengers had been transferred to another train.

As a result of the above failure, Clocker 622's consist of 11 cars, including café 20046 and Metroliner coach 21979, was used to protect 190's normal schedule between New York and Boston. The consist of 190 was then used in New York on Clocker 627. Don't you just love it when a plan does come together?

The only equipment borrowed on Wednesday which operated through Philadelphia was a six-car MARC consist that operated Baltimore to New York as Train 3076.

Up on the New Haven-Springfield line, the two consists were certainly distinctive, using Amtrak cab cars 9642, 9644 and 9645 and Connecticut DOT Shoreline East cars 1621, 1627 and 1631, with each set having an F40 for power.

Empire Service trains topped out at seven cars, but usually six was an easy go for a P32DM. The single active turbo (not the rebuilt one) operated on Trains 1245-246-271-262-1281. Clocker coaches were naturally deployed on the **Adirondack**, but were also found on Trains 294 and 295 plus one Albany car on Train 63, **Maple Leaf**.

Sunday, November 25 dawned with great promise. Amtrak had arranged to borrow an additional MARC set, three SEPTA locomotive-hauled sets and three NJ Transit Jersey Arrow consists. Readers of Amtrak's special holiday schedule were advised of the extra trains (Amtrak also added several Acela Express trips beyond these scheduled) and employees were instructed how trains made up of "commuter" equipment might differ from normal Amtrak standards. This year, such trains were separately numbered in the 3000 series, while extras made up of Amfleet cars received 1000 series numbers.

Alas, things did go well on Sunday, until about 1:45 PM, when a CSX freight train with trash container flats derailed and clipped catenary poles at Oak Point in The Bronx, at the north end of the Hell Gate Bridge. Needless to say, the best laid plans went out the window as crews worked to clear tracks, arrange for substitute diesel power and get stranded people on the move again. Unfortunately, at least one train was reported five hours late in getting into Boston's South Station.

Amtrak did operate a three-car set of Shoreline East equipment as a relief train from New Haven to Boston, and turned some Acela Express sets back north at New Haven as they arranged to transfer passengers. Although an MBTA consist had been lined up, it proved to be not needed. South of Penn Station in New York, trains were also turned as needed to protect schedules of trains stranded north of the break.

Meanwhile, Amtrak's Chicago operations made it through the peak days without resorting to borrowed Superliners or commuter cars, thanks again to the use of reserved seating. As usual, the most impressive trains out of the Windy City were the college-bound special editions on Sunday of the **Illinois Zephyr** and **Illini** (nine cars each, plus a cab car on the **Zephyr**).

The five Talgo trainsets in the Pacific Northwest were assisted by an extra train of six Horizon coaches, a Horizon dinette and Amtrak's last dome car, the 10031, which has apparently been sold and may have experienced its last Amtrak service.

In California, the San Joaquins and Capitols were held to six cars, using California cars exclusively, including five newly-delivered cars. Surfliner trains ran up to nine cars, all bilevel except for one set of Horizon/Amfleet cars on Wednesday. This was to be the plan for the Sunday after Thanksgiving as well, but a collision with a Caterpillar tractor damaged a Surfliner cab car and required substitution of a second single-level consist.

(Continued on Page 4)

ON THE SCENE (Continued from Page 3)

The only other note from Thanksgiving was the **Piedmont**, which operated with two locomotives and five North Carolina-owned cars, supplemented on Wednesday by an Amfleet II coach on the northbound run.

Amtrak's employees did a commendable job of getting the maximum number of revenue-producing cars on the trains. Most of the cars which I did not observe were food service cars that had no revenue seats.

A ninth Boston-Washington Acela Express round-trip was added on December 10. Trains 2164 and 2167 leave Washington at 12 Noon and Boston at 1:15 PM respectively. Existing Metroliner Service trains 112 and 123 are replaced between New York and Washington by these trains. A more extensive schedule change is planned for January 28, 2002 and word is that Intercity schedules may change on that date, as well.

Service between Boston, MA and Portland, ME came back after a decades-long absence, with an Amtrak press trip on December 14 and revenue service the following day. The inaugural consist included two split clubs and seven Metroliner coaches (all push-pull equipped). For those keeping numbers, P40's 814 and 806 led the train, followed by 44969, 48980, 44968, 44707, 48985, 44957, 44799, 44704, 44926 with cab-baggage unit 90214 bringing up the rear. A second consist of three coaches, a split club and two cab-baggage units was noted and a training train ran with two GE P40's and split club 48145. Split club 48126 was restriped at Bear in outdated NortheastDirect striping to match the other cars in service on the **Downeaster**. This car had sported the still-older "three-stripe" livery.

These trains leave Boston via the double-track New Hampshire line to Wilmington, then over the three-mile "Wildcat" line to join the Eastern route at Wilmington Junction. This route helps avoid conflicts with commuter trains along the single-track section paralleling the MBTA Orange Line to Oak Grove. In Portland, trains will terminate at a new station near Thompson's Point, located a short distance up the old Mountain Subdivision—the former Maine Central route to St. Johnsbury, VT.

The new service to Portland is the lineal descendent of the non-stop two-hour trains on this route that once continued on to points along the Maine Central Railroad to Bangor and beyond. On April 4, 1935 a near-duplicate of the Burlington's **Pioneer Zephyr** entered service as the **Flying Yankee**. Soon after, 30 new American Flyer coaches were received from Pullman Standard, ten in 1935 and 20 in 1937, many of which went on this route.

Parlor service was provided by the Pullman Company, mostly in cars that included a drawing room and a small buffet. Service was augmented in the summer with through cars to Ellsworth, ME (for Bar Harbor) and Rockland. Dining service was provided in a fleet of cars led by four B&M cars built by Pullman in 1930 (one of these cars, #84-**Maine**, survives today awaiting restoration at Steamtown in Scranton). Night service out of North Station included sleepers for Bangor and points north and east, as far as Halifax, Nova Scotia and Van Buren, ME.

The Boston & Maine Railroad during 1934 and 1937 also acquired some of the last American-built 4-6-2 Pacifics (Reading's 1948 G3s example excepted!), locomotives which were

named by school children in a contest conducted in the five states served by B&M.

In 1940, Pullman sold the parlor cars to the B&M and MEC, which assigned names of trees to the cars. About the same time, the B&M cars began to appear in a red paint scheme. With the end of World War II hostilities, both B&M and MEC dieselized their principal passenger trains with EMD E7's (and road-switchers for lesser services).

In 1945, a joint B&M-MEC order for streamlined cars was placed with Pullman-Standard, which were delivered in 1947. Each of three principal trains was to receive a combine, four coaches and a restaurant-lounge. These trains were the **Flying Yankee**, **Kennebec** and **Pine Tree**. As needed, older cars would be added to the base consists. Although the original intent seems to have been to offer first-class service in the diners' lounge area, the former Pullman cars continued to operate into the early 1950's.

Maine Central, meanwhile, seemed to have soured on providing food service and by 1951 had sold its two diners to the Chicago & Eastern Illinois. B&M assigned its two cars to Boston-Portland service on two round-trips, reduced at the end to one car and one round-trip. By 1958, all of this was gone, with the B&M overrun with Budd RDC's and things were beginning to become rather bleak.

The B&M and Bangor & Aroostook had acquired six new sleepers in 1954 in a final attempt to improve service on the longer routes, but all were sold off to Canadian National Railways in due time. The acquisition of a Talgo consist might have proven worthwhile, but commuter service became its lot. Service to Portland, in the form of Budd RDC's, ended in 1965. As for the PS streamlined cars, Missouri Pacific and Wabash received the remaining cars for continued use.

In some Amtrak power and equipment items, the 929 is the latest AEM-7AC out of the rebuild process on November 5. This was the 18th AEM-7 rebuilt, meaning the program has passed the one-third mark.

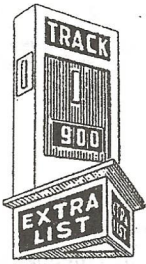
At last report, there were still two F40's active at Albany-Rensselaer, and these units have substituted for P40's and P42's on various trains, including the **Maple Leaf** to Toronto and the **Lake Shore Limited**, replacing a P42 all the way to Chicago.

Three Capstone cars have been recently released from Bear shop. Coaches 82082 (ex-21031, 11-30-2001) and 82083 (ex-21260, 12-07-2001) and café car 85506 (ex-43009, 11-15-2001) are the numbers, for those keeping track.

The third (and final) diner converted from a buffet car has been completed. The 8532 (ex-8716) was released by Beech Grove on November 27.

Amtrak has identified the following Acela Express trainset as "Set #1" and it is now undergoing acceptance testing. However, the components of the consist include cars and power units that were previously seen on one of the four test consists, as well as some new cars not previously noted. For the record, trainset #1 consists of power unit 2018 (from Set #4), club 3217 (new), coaches 3505 and 3500 (originally both on Set #1), café 3304 and coach 3511 (both new), end coach 3405 (Set #4) and power unit 2004 (Set #3).

(Continued on Page 10)



JANUARY 12-13, 2002: Open house at Cheltenham Hills Model Railroad Club (former Reading Ogontz station), 8000 Old York Road, Elkins Park, PA, 12 Noon-4 PM. Donations accepted. Event will be repeated January 19-20. For information, telephone 215-635-9747.

JANUARY 12-13: 26th annual open house at Schuylkill Valley Model Railroad Club, 400 South Main Street (rear of building), Phoenixville, PA, 1-5 PM. Admission free. Event will be repeated January 19-20. For information, telephone 610-935-1126.

JANUARY 15: "The Pennsylvania Railroad," documentary will air on WHYY Channel 12 (Philadelphia-Wilmington) beginning at 8 PM. This original WHYY production has been in the works for nearly a year. It examines the PRR's days as a giant of transportation and its impact on the growth of the nation. It is a "broad look at the rise and fall of the railroad (and) an amazing story of social history, detailing the lives of the owners and top management and the people who actually laid the tracks, stoked the engines and threw the switches." The program will be repeated on Friday, January 18 at 10 PM and on Sunday the 27th at 7 PM.

JANUARY 20: The Paterson Museum and the Ontario & Western Railway Historical Society present Paterson Railroad Day at the Paterson Museum (former Rogers Locomotive Erecting Shop), 2 Market Street, Paterson, NJ, 12:30-4:30 PM. Admission free, donations welcome. Slide shows, displays, railroadiana sales tables.

JANUARY 25: Railroad Film Night, Two Rivers Landing Auditorium, National Canal Museum, 30 Centre Square, Easton, PA, beginning at 7:30 PM. Films include footage of trolley lines in the Lehigh Valley and New Jersey as well as steam, diesel and electric power on mainline railroads, presented by Mitchell Dakelman, NRHS director-media services. Admission: \$5 per person. For information, telephone 610-559-6613.

FEBRUARY 2: Super Saturday Streetcar Special IX covering SEPTA's West Philadelphia trolley routes with Red Arrow-style PCC #2799, sponsored by Wilmington Chapter NRHS. Many photo stops will be scheduled. Car leaves Elmwood depot, Elmwood & Island Avenues, at 10 AM. Fare: \$35 per person. Order tickets from: Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860-1003, enclosing stamped, self-addressed envelope. For information, telephone 973-383-3355 (9 AM-5 PM).

FEBRUARY 16-17: 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 (website: www.greenbergshows.com). 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).

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 17113, 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 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).

**Basic RailCamp 2002
Steamtown National Historic Site
Scranton, Pennsylvania
July 14-20 and 21-27, 2002**

A week-long, intense course in rail equipment preservation and restoration, railroad operations and rail history interpretation. Sessions are open to students entering 9th grade in September, 2002 to those having graduated 12th grade in June, 2002. Contact Chapter Editor Larry Eastwood for complete information.

PHILADELPHIA



FRANK G. TATNALL, JR.



SEPTA REGIONAL RAIL

SEPTA has pushed back the schedule for its planned acquisition of 100-plus "Silverliner V" MU cars, with a request for proposals set to be issued in March 2002......As it usually does, the Railroad Division operated special reduced schedules on Christmas Day, generally with two-hour headways. New Year's Day will see Sunday service levels. Some lines also had special timetables issued for Christmas and New Year's Eve, which fell on Monday, December 24 and 31. The intention was to provide earlier outbound service in the afternoons to accommodate passengers who were getting off work early.

SEPTA will reissue all of its Regional Rail timetables effective February 3, a week after AMTRAK's schedule change on the Northeast Corridor......DVARP reports that AMTRAK plans to install new high-speed crossovers at Eddington (milepost 71.3), replacing "Grundy" interlocking at Bristol (MP 65.3). This change will make it easier for Corridor trains to access Cornwells Heights station (MP 72.5), and could help SEPTA cross its R7 trains to and from the express tracks.....After much speculation, SEPTA is advertising for bids on new uniforms for its railroad crews.

The long, long restoration of historic Radnor station on the R5 Paoli-Thorndale line was finally completed in November. The station building on the outbound side was completely restored and a new steel railroad-style shelter erected on the inbound side. Meanwhile, work continues on the \$4.3-million restoration of the R5 Stafford station. The main building, which dates from 1876, has been completed and the ticket office and waiting room reopened, while the outbound shed has been rebuilt and rolled back into place. Work on that structure, however, is not yet complete. Stafford station was named for nearby Stafford Farm, whose elegant main house was built in 1856 and remains today as an imposing residence on Homestead Road.

As reported here in November, remediation work is well underway at the site of SEPTA's former Paoli MU yard and shop. The job of removing the PCB-contaminated soil and replacing it with clean soil is expected to cost about \$10 million and take another six months to complete. The "dirty" soil is being combined with cement and buried at a location near the end of the former turnback track west of the yard. This work is necessary to

prepare the area for the planned Paoli Transportation Center.....SEPTA plans to open its new Somerton station on the R3 West Trenton line January 7. The station building was designed to resemble the Reading-built station at Bethayres.....SEPTA will award a contract to Safetrans Systems for an automatic train control system on seven miles of the R3 West Trenton line between "Neshaminy" and "Wood" interlockings. This will replace the present Rule 251 system which is signaled in only one direction.



SEPTA TRANSIT

Brookville Equipment Corp. of Brookville, PA will rebuild 18 SEPTA PCC cars for service on the planned Route 15 Girard Avenue Light Rail Line. Under the contract awarded by SEPTA, each car will cost about \$1.2 million to rebuild, including new trucks, interiors, controls and heating/air conditioning systems, with basically just the PCC carbody remaining. In fact, the seats to be installed will be recycled from SEPTA's retired Volvo articulated buses. The contract also contains an option for six more cars, with all 24 to come from the fleet of PCC's stored at the old Luzerne depot. Work is to begin early this year, with deliveries during the first half of 2003. Brookville has long been known as a builder of small industrial locomotives, but more recently has entered the rebuilding business. Two of SEPTA's SW1200 switcher locomotives received new prime movers at Brookville's modern shop.

The decline in ridership which began in December has become a serious drain on SEPTA's revenues. With system passenger counts down an average of four percent, Treasurer Faye Moore said last month that unless reversed the loss of riders will cost SEPTA upwards of \$10 million during this fiscal year. Certain bus routes, especially those linking the City with suburbs, are carrying 15 to 20 percent fewer passengers than in the year-ago period. The tragedies of September 11 have discouraged some discretionary riders from coming to Philadelphia, and the ongoing economic recession means that employers have laid off workers who are no longer using SEPTA to get to and from their jobs. NJ TRANSIT likewise has lost ten percent of its riders since September, the *Inquirer* reports, and PATCO is down five percent.

Passenger security has become a hot-button item with SEPTA management, just as it has at major transit systems across the country. People in confined spaces such as tunnels, stations and trains are seen as vulnerable since the terrorist attacks of last September. While not wishing to alarm its customers, SEPTA last month went so far as to distribute a leaflet entitled "Public Safety and Security Awareness." The carefully-worded handout called attention to such matters as suspicious packages, the possible need for emergency evacuations and ways to quickly communicate with

(Continued on Page 7)

PHILADELPHIA EXPRESS

(Continued from Page 6)

police and train operators. SEPTA's emergency phone number is 215-580-8111.....According to a *Daily News* report, SEPTA has offered a \$250,000 settlement to the family of the 12-year-old boy who was killed on a Broad Street subway train last July when he put his head out the window of the motorman's cab and was struck by a pillar. He had picked the lock of the unoccupied cab, spurring SEPTA to accelerate the replacement of locks on all of the Kawasaki-built cars.

As a means of introducing itself to the Philadelphia area, Citizens Bank on Monday, December 3, offered free rides to everyone using the City and Suburban Transit Divisions between 6 and 10 AM. Free coffee and donuts were also given out at Suburban Station, 15th & Market and 8th & Market Streets. This produced a seven-percent increase in ridership for the day, including an additional 35,000 riders during the free period. Citizens, which took over some 350 former Mellon Bank branches, paid SEPTA a pre-arranged sum for the promotion.....SEPTA avoided a threatened strike December 12 on its suburban Frontier District, arriving at a last-minute agreement with Transport Workers Union Local 234 which represents 188 bus drivers and mechanics. These workers had refused to ratify an earlier agreement last April, even though employees on the City Transit Division and the Victory (Red Arrow) District approved new contracts.

SEPTA plans to replace the padded seats in the new M4 Market-Frankford cars with plastic seats, the same as in the older Broad Street subway cars. The existing seat cushions have suffered extensive vandalism.....SEPTA will order vandal shields for the windows of its light rail cars, to at least partially protect them from "scratchiti" which has become endemic since SEPTA's successful campaign against graffiti.....SEPTA handled about 9,000 fans to the Army-Navy football game at Veterans Stadium on December 1, 20 percent of the total gate.....SEPTA has put together its annual winter weather plan showing the functions of each department during snow emergencies.....There will be four major gate shows at the Pennsylvania Convention Center in January, to be followed by the Philadelphia Flower Show. The National Basketball Association's 2002 All-Star Game will be at the First Union Center in February.

The \$59.6-billion transportation spending bill for Fiscal Year 2002, approved by Congress last month, represents a 2.5-percent increase over the FY 2001 level. It contains \$6.7 billion for transit projects, but limits the Federal share for those projects to 60 rather than 80 percent. A total of \$25.8 million is currently earmarked for SEPTA's Schuylkill Valley Metro project. (Hearing dates on the Draft Environmental Impact Statement for SVM will be announced sometime in the next few months.) Other Federal earmarks for SEPTA in FY 2002 include \$1 million for a parking garage at Norristown Transportation Center, \$6 million for the job access and reverse commute program, \$1 million for replacement of trackless trolleys and \$3.3 million for the Callowhill bus garage—although SEPTA still plans to replace Callowhill with a new rail and bus facility at West parkside.....SEPTA's Annual Miles Report shows that SEPTA vehicles operated more than 79 million miles in Fiscal Year 2001, the most in the Authority's history. City Transit Division operated 65 percent of all vehicle miles.

SEPTA has begun work on its Fiscal Year 2003 capital budget and 2003-2014 capital program. A draft proposal will go to the SEPTA board in March 2002, with public hearings scheduled in May and board approval in June. The effective date is next July 1.....SEPTA has issued its annual report showing the operating ratio for each route—farebox revenues and senior citizen reimbursement compared with its operating expenses. City Transit Division recovered 47 percent of its costs in FY 2001 and the Railroad Division 46 percent. In the City, bus routes averaged 42 percent cost recovery, trolleys 32 percent, trackless 46 percent and subway-elevated 63 percent. The balance of these costs must be made up through subsidies.....Former SEPTA General Manager William R. Eaton, 79, died December 18 at his home in Texas. A former General Electric executive, Eaton was named general manager in 1970. He served for eight contentious years at SEPTA before being fired when his ally, Board Chairman James McConnon, was unseated in a power struggle.

SEPTA helped promote shopping and tourism in center city during the holiday season, with its traditional "Santa Express" trains to the Gallery on November 23, another display of the "Magical Holiday" garden railway on the concourse level of the 1234 Market Street Building, and the debut on December 3 of the "Shopping Spree" bus route on Chestnut, Market and Walnut Streets. This line replaces the old Route 76 "Ben Franklin," which also served the Museum of Art, the Zoo and other attractions. The outer part of Route 76 has been replaced by the Phlash tourist service. SEPTA also participated in a discount program with over 90 shops and restaurants in center city during the holiday period, by which riders could save money simply by showing their SEPTA TransPasses or TrailPasses. Holders of PATCO Seasoned Traveler cards could also use them for discounts.....SEPTA relocated its Holiday Trolley service from center city to the University City area because of the cutoff of electrical power on 11th and 12th Streets. Instead, PCC's operated over the diversion route between 40th & Market and 49th & Woodland Thursdays through Sundays from November 23 to December 23, plus Christmas Eve. The free service was sponsored by the University City District. On Saturday, December 15, this writer visited the scene to find green #2732 and red #2799 in operation.



AMTRAK

AMTRAK's quest to gain additional funding in the wake of the September 11 attacks produced only crumbs from Congress. Originally, AMTRAK sought \$3 billion to increase safety, security and its capacity to handle more passengers, although this later was whittled down to \$1.77 billion and then to \$760 million. But when Congress recessed late last month, all that emerged was \$100 million for safety improvements in the New York tunnels, part of a \$20-billion anti-terrorism package incorporated into the \$318-billion defense bill (NARP). But the so-called economic stimulus package, expected to cost \$218 billion over three years, was not brought to a vote in the Senate and will be carried over to the new session beginning this month. It includes a proposal for \$7 billion in tax-credit bonds for high-speed rail. At least two other versions of high-speed rail legislation are also in limbo, but not actually dead. Amtrak, however, will receive the \$521 million it requested for the current fiscal year, part of the \$59.6-billion transportation bill signed into law by President Bush on December 18. (Continued on Page 8)

PHILADELPHIA EXPRESS (Continued from Page 7)

As part of its finding that AMTRAK will not become self-sufficient by the end of this year, as mandated by Congress (see December *Cinders*), the Amtrak Reform Council directed the railroad to draw up its own liquidation plan by early February. But Congress, as part of the anti-terrorism legislation mentioned above, has prohibited Amtrak from spending any money on devising a liquidation plan, at least until lawmakers consider a new Amtrak bill later this year (NARP). ARC Executive Director Tom Till was quoted as saying, "Nobody here seriously believes Amtrak is going to be liquidated and that's not the intent of our finding" (*Weekly Rail Recap*). ARC Member Paul Weyrich, who describes himself as a "pro-transit conservative," said that he believes "a new national system should revolve around the high-speed corridors designated by the Department of Transportation." He added that the Bush Administration is "planning to draw up plans for a national rail passenger system and they are not locked into a continuation of Amtrak as it exists." Still, many observers consider Amtrak a political animal and that most lawmakers want to retain it in a form not much different than at present—perhaps "a new Amtrak" as ARC Chairman Gil Carmichael put it (*Railway Age*). By mid-December, ARC had come up with nine options for restructuring the nation's rail passenger system, and said that it will narrow those down to three before its next meeting on January 11.

Last spring, after a teenager walking on the track near Malvern station was killed by a SEPTA train, and a photographer was injured while standing too close to the AMTRAK mainline in Newark, DE, we proposed a "Stupidity Award of the Year." Now we have three new posthumous contenders—the trio of teenagers killed on Sunday, December 9 near Morrisville by westbound Acela Express #2253 traveling at 100 mph. The three were strolling in the gauge of the #4 track when they were struck from behind and their bodies thrown as far as 150 feet from the point of impact, the *Inquirer* reported. Two companions managed to jump out of the way and were not injured. Much was written about the efforts of family members and other nearby residents to shift the blame to Amtrak for somehow failing to keep youngsters off the tracks, but little was said about the lack of personal responsibility for this and other similar tragedies.

AMTRAK admitted last month that its ridership following the September 11 terrorist attacks had not increased 15-20 percent as earlier reported. It seems that the erroneous figures were based on projections from tickets sold and not from actual boardings, which were less because of cancellations. Actual ridership in September was down six percent from the previous year, although revenues increased by six percent. In October, ridership was down one percent but revenues soared by 13 percent. This was an excellent performance as compared with U.S. commercial airlines, whose boardings slide by 22 percent in September and 34 percent in October (NARP).....Taxis once again are being allowed to load and unload under the 29th Street portico at 30th Street Station. In response to the nationwide terrorism alerts, AMTRAK for two months banned taxis and private vehicles from areas close to the building.

As mentioned by El Simon in last month's *Cinders*, Bombardier Corp. has sued AMTRAK in Federal court for \$200 million, alleging it incurred "additional and unwarranted" costs in the production of the 20 Acela Express trainsets. Bombardier claims that Amtrak gave it "inaccurate information" about tunnel

dimensions, track geometry and other specifications and "delayed decision-making on major technical issues...which in turn halted progress in critical areas and led to production modifications and design revisions." This, said Bombardier, "disrupted its ability to produce and deliver the high-speed trainsets and locomotives for the Northeast Corridor in a timely and efficient manner." Amtrak responded with a charge that "(a)fter five years of delays, performance failures and self-inflicted financial losses, it is no shock that Bombardier is now attempting to shift the blame for the Consortium's mismanagement of the high-speed trainset contract to Amtrak." (Bombardier's partner in the consortium that won the contract, Alstom of France, is not a party to the lawsuit.) Amtrak said it reserves the right to press claims in excess of \$250 million against the consortium (*Railway Age*).....AMTRAK announced that its Acela Expresses were expected to carry their one millionth passenger in December. The service began in December 2000.....The Philadelphia Eagles football team traveled to Washington via a chartered Acela Express on December 15 for a game at Landover, MD against the Washington Redskins.

In its December 3 issue, *Time Magazine* published an article entitled "Is this any way to run a railroad?" "Judging by the gaggle of travelers pouring onto trains over the Thanksgiving holiday, you might think AMTRAK is finally enjoying a smooth ride," is the lead sentence. "But you would be wrong. Three decades after Congress created this poor stepchild from the remnants of the freight railroads' money-losing passenger business, Amtrak is closer than ever to derailing." Soon, the writer speculates, "Congress and the Bush Administration will have to decide whether to invest up to \$100 billion in the kind of high-speed trains that glide along at up to 180 mph in Europe and Japan—or give up on intercity passenger service altogether." One pro-rail advocate pointed out that "one of the reasons we have government is to do things that private business won't. No transportation system in the world really makes money".....President Byron Boyd of the United Transportation Union has launched a scathing attack on AMTRAK's leadership, declaring that "Amtrak is not bankrupt but its management is." Warning to his subject, Boyd charged that "Amtrak's top managers were culled from transit and commuter operations, where it is assumed that commuters ride trains out of need. What is needed at Amtrak are managers who understand that there needs to be a customer-friendly, nationwide intercity rail passenger network and not an extended commuter system" (*Railway Age*).



CSX
NS
OTHER ROADS

CSX will jump out in front of the industry by purchasing 100 remote control devices for yard locomotives. U. S. railroads have been testing the water on remote control systems which allow a locomotive to be operated from a portable controller by a crew member on the ground. The Federal Railroad Administration has issued guidelines for remote control use, and the railroads have signed a memorandum of understanding with the UTU giving the union bargaining rights for crew members using remote controls (*Trains*).....Now that its service is "back on track," CSX says that it will create 40 additional sales positions to help attract new business (*Traffic World*).....CONRAIL has

(Continued on Page 9)

PHILADELPHIA EXPRESS

(Continued from Page 8)

agreed to pay AMTRAK \$3.5 million to settle a longstanding claim that it under-reported its use of Northeast Corridor tracks in the decade before CSX and NORFOLK SOUTHERN bought Conrail in 1998.....NS plans to spend \$705 million for capital improvements this year, including the purchase of 50 new C44-9W locomotives from General Electric. This is \$100 million less than was spent in 2001 (*Trains*).

NJ TRANSIT has announced that it will seek an average ten-percent increase in rail and bus fares effective April 1, 2002, and plans to hike fares each year through Fiscal Year 2007. NJT has not increased fares since 1991 and now projects a budget deficit of \$85 million for the next fiscal year and \$3.1 billion over the next five years.....The first of NJT's 24 high-powered ALP-46 electric locomotives has rolled out of the Bombardier (former Adtranz) plant in Kassel, Germany. Unit #4600 is headed to Pueblo, CO for a series of tests at the Transportation Technology Center. The 7,100-hp ALP-46's will be 25 percent more powerful than NJT's existing ALP-44 units, and will be capable of operating on any of the three voltages in use on AMTRAK and NJT (*Railway Age*).....DVARP reports that when NJT takes over AMTRAK's Clocker service to and from New York (see December *Cinders*) it will originate and terminate the trains at the new Morrisville yard, eliminating the service for Philadelphia riders. NJT plans to purchase new double-deck cars for these trains.

The Delaware River Port Authority will increase its operating budget for this year to \$103.6 million, an eight-percent increase over 2001, the *Inquirer* reported. About \$1.5 million of the \$7.5-million increase will be used to hire 12 additional Port Authority and five more PATCO police officers, a move planned prior to the November abduction of a young woman from the Ferry Avenue station parking lot and her subsequent murder. DRPA's subsidy for PATCO will increase from \$8.3 million to \$11.1 million, to make up the difference between farebox revenues and costs. Ridership remained flat in 2001 and is not expected to grow this year as PATCO undertakes projects such as further concrete tie installations and station improvements.....Former Republican Congressman R. Lawrence Coughlin died last month at the age of 71. During his 12 terms in Congress (1969-1993) representing Montgomery County and part of Philadelphia, Coughlin was a good friend of mass transit, securing funds for SEPTA and other agencies. Among the projects he sponsored was replacement of the Cresheim Creek bridge on the R8 Chestnut Hill West Line.

Shortline conglomerate Genesee & Wyoming announced that it will acquire Emons Transportation Group for \$18.5 million and assume Emons' debt of \$10.9 million. Emons operates four shortlines in New England, Quebec and Pennsylvania, including YORK RAILWAY and PENN EASTERN (*Trains*).....Members of the Brotherhood of Locomotive Engineers last month overwhelmingly rejected the proposed merger with United Transportation Union, which UTU members had earlier approved.....Congress last month passed and sent to President Bush the Railroad Retirement Reform Act, which lowers the retirement age for rail workers and allows a portion of the retirement trust fund to be invested in commercial stocks and bonds. Supported by both management and unions, the new law is expected to save the railroads millions of dollars each

year.....The National Transportation Safety Board has formally urged the FRA to explore new safety regulations for trains operated by lone engineers, on track not equipped with automatic train control systems.....The Reading Company T&HS is looking at sites other than Schuylkill Haven for its future museum.

Steamtown Reduces 2002 Excursions

The National Park Service's Steamtown National Historic Site in Scranton will condense its excursion operations somewhat during the 2002 operating season in an effort to curtail expenses while meeting the demands of the Park's visitors.

Instead of beginning its excursion season on Memorial Day, the traditional Scranton-Moscow round-trips will begin on July 4, which ought to permit shop forces to have two operating mainline steam locomotives this year, ex-Canadian Pacific 4-6-2 #2317 and ex-Canadian National 2-8-2 #3254. The 2317 was out of service for much of 2001 due to a minor derailment at the beginning of the year. With only the 3254 available and it having some minor ills following a lengthy overhaul, a number of trips had to be operated behind ex-Nickel Plate Road GP9 #514.

The above doesn't mean visitors to Scranton won't find steam running, for the normal yard excursions will use one of the steamers from May through the start of the Moscow trips in July.

In an effort to attract more visitors this year, Steamtown has lowered its admission and excursion ticket prices. The park admission fee has been cut from \$8.00 to \$6.00, and the Moscow trips will be priced at \$10.00, down from \$12.00. The popular combination ticket will cost \$14.00 this year. It is hoped that the reduced prices will spur attendance, which was down ten percent in 2001, in addition to a flat appropriation from the Park's Service's budget.

For those contemplating a trip to Scranton, Moscow trains will operate at 11 AM and 2 PM Thursday-Saturday, July 4 through September 1. On Sundays from July 7 through September 1, there will be only a 2 PM departure for Moscow. Ridership on Sundays has been lighter than on other days, thus the necessity to make that adjustment. From September 7 through 29, there will be a 2 PM departure Saturday and Sunday only, but there will be both an 11 AM and 2 PM departure for Moscow Saturday and Sunday from October 4-27, during the peak fall foliage season. On Monday, October 14, there will be a special foliage special with complete details to be announced later in the year.

Steamtown Acting Superintendent Harold "Kip" Hagen says that the 2317 and 3254 should be available for the full operating season. Former Baldwin Locomotive Works 0-6-0 #26, undergoing five-year overhaul, is expected to be out of the shop by September.

Complete information on this year's Steamtown operations may be had by telephoning 1-888-693-9391 or going to the Steamtown website at www.nps.gov/stea.

ON THE SCENE (Continued from Page 4)

In some transit news from New York, regular service through the 63rd Street tunnel connection to the Queens IND line has begun. The F line is now operated through the tunnel and down Sixth Avenue. A new V line is established to link Forest Hills with Second Avenue (Houston Street) via the 53rd Street tunnel and Sixth Avenue.

Also moving forward are plans for Long Island Rail Road access to Grand Central Terminal. The 63rd Street tunnel mentioned above was built with provision for lower level LIRR tracks. They would use a new tunnel which will be constructed along a curve from 63rd Street and Second Avenue to reach the east side of Grand Central, in what is now called the Madison Avenue yard. There, five new island platforms would serve ten tracks.

A replacement passenger yard would be built at High Bridge while a new freight yard would be built at Fresh Pond for the New York & Atlantic. With the additional traffic, expanded access to the Lexington Avenue subway will be constructed. Finally, a new station would be constructed west of Sunnyside yard to serve Penn Station-bound LIRR trains.

CANYON RAILS 2002 – NRHS CONVENTION
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WHYY to Air PRR Program (Continued from Page 1)

owners of the Pennsy built grand mansions for themselves in towns they named for their Welsh ancestry, such as Narberth, while creating other areas, with more modest accommodations, for their mostly Irish employees. Ardmore is an example of the latter.

This program will be of special interest to members of Philadelphia Chapter, who should mark their calendars and make sure they're tuned in on Tuesday, January 15. WHYY's **The Pennsylvania Railroad** was funded by the Pennsylvania Public Television Network. It will be repeated on January 18 at 10 PM and Sunday, January 27 at 7 PM.

Genuardi's Family Markets Tape Program Raises Significant FP7 Funds

During the year 2001, Chapter members did yeoman duty in saving Genuardi's Family Markets cash register tapes. According to Chapter Secretary Marie Eastwood, who handles the program, a total of \$481.45 was realized from the tapes redeemed to Genuardi's during the year 2001. All of these funds are applied to the Chapter's ongoing Reading FP7 #903 restoration project.

Marie reminds members that only 2001 and 2002 tapes will be accepted for redemption this year, and they should be sent to her attention at the Chapter box in Philadelphia or her home address in Huntingdon Valley.

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