

PHILADELPHIA CHAPTER NEWS

JUNE 2002



IN THIS ISSUE

Philadelphia Chapter News.....	1,2
PHILADELPHIA EXPRESS, by Frank G. Tatnall.....	3
ON THE SCENE, by Elbert W. Simon, Jr.....	7
Extra List.....	9

Volume 63 Newsletter of the Number 6

PHILADELPHIA CHAPTER

National Railway Historical Society

Post Office Box 7302

Philadelphia, PA 19101

SPECIAL NOTICE!!

Because of schedule conflicts at Thomas Jefferson University, our June meeting will be held on the **second Friday of the month, JUNE 14, 2002!**

Annual Bill Wagner Summer Dinner to Be at Moonstruck in Fox Chase July 19

This year, Philadelphia Chapter's annual Bill Wagner Summer Dinner will be held on Friday evening, July 19, 2002, beginning at 6:30 PM. After researching several potential locations, it was decided to hold the event at the Moonstruck Restaurant, 7955 Oxford Avenue in the Fox Chase section of Philadelphia. Cocktails are available at the bar after 5:00 PM.

Convenient to both SEPTA's R8 Fox Chase Regional Rail station and several SEPTA bus routes serving Fox Chase loop, the event had been held there twice previously and was quite successful.

The dinner menu is as follows:

SALAD: garden salad with dressings

MAIN COURSE: Choice of either Ripieno (breast of chicken filled with mushrooms and herbs in a Madeira sauce) or **Salmon** (grilled or broiled filet of salmon with choice of sauces), served with fresh vegetables, potatoes, Italian bread.

DESSERT: Choice of Melodia (chocolate mousse cake) or Mela (baked apple tart).

Coffee or tea will be served with any alcoholic beverage by individual settlement.

The price of the dinner this year is \$37 per person, including all taxes and gratuities. Reservations **MUST INCLUDE choice of main course and dessert.** Reservation and remittance, payable to Philadelphia Chapter, NRHS, should be sent to Post Office Box 7302, Philadelphia, PA 19101-7302, to insure receipt by Friday, July 12, 2002.

Mark your calendar for Friday, July 19 and join your fellow members for this summer dinner gathering. Previous dinners at Moonstruck have been very enjoyable.

MEETING NOTICE:

FRIDAY EVENING, JUNE 14, 2002

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

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

Parking in Wills Eye Hospital garage, 9th Street above Locust

(\$6.00 after 6 PM), Parkway garage, also 9th above Locust

(\$5.75 after 6 PM), or Downtown Garage, Walnut Street east of

10th (\$4.00 after 6 PM)

Our June 14, 2002 program (PLEASE NOTE MEETING IS **THE SECOND FRIDAY THIS MONTH**) will feature a narrated slide program by Chapter Senior Vice President Bill Thomas on **The Rail Scene in Japan.** Bill has made numerous trips to this Far East country and has recorded the myriad of rail properties that exist to carry millions of people daily.

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, JUNE 11, 2002** to Dinner Chairman Bill Gardner at 215-632-7016. This is a **STRICT** deadline, and you **MUST** specify when ordering if you desired a fish dinner. Please call Bill Gardner with your reservation. **No-shows will be responsible for payment for meals ordered!**

There is, as usual, no meeting in July or August. Our next regular Chapter meeting will be held on Friday, September 20, 2002. See piece elsewhere this issue for our annual Bill Wagner Summer Dinner on Friday, July 19, 2002.

HELP WANTED: President Dave Kopena has issued an **URGENT** appeal for assistance in manning the Chapter's table at the Greenberg Show at the South Jersey Expo Center, Pennsauken, NJ, on July 27 and 28, 2002. You needn't work both days, even a couple of hours will be a big help. **Please call Dave at 215-671-0605 if available.**

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

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

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

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

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

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

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

LAWRENCE C. STEINGARTEN

May 14, 2002

It is with deep sadness that we inform you of the sudden passing of longtime Chapter Member Lawrence C. Steingarten, of Allentown, New Jersey, on Tuesday, May 14, 2002 in Cuzco, Peru. He was 59 years of age.

Larry and his wife Joyce, both well-known to many members, were attending a family wedding in Peru when Larry suffered an altitude sickness attack, which failed to respond to medication.

Steingarten had a long career in the transportation industry, dating back into the 1960's, working for Chessie System, Penn Central and the United States Railway Association, winding up his employment life in the New York State Inspector General's office, monitoring operations of the New York City Transit Authority. He retired several years ago.

Larry also operated Challenger Tours, a travel agency aimed at specialized rail enthusiast itineraries. Joining NRHS in 1973, he organized and operated several international tours for Philadelphia Chapter to exotic destinations such as South Africa, New Zealand and China. The chapter was the financial beneficiary of his generosity after each of these tours.

We all join in expressing our deepest sympathy to Joyce on her loss. Larry's energetic spirit, wit and knowledge of the international rail scene was shared with us through the tours and slide programs he provided. We will miss him.

No *Cinders* In July!!

As each member knows, *Cinders* is published 11 times a year, and we traditionally skip one of the two mid-summer months. Because the Editor will be wearing his "RailCamp Director" hat from July 14-27, there will be no July issue of our newsletter. We'll publish an issue at the beginning of August, with an expected mailing date about August 9 or 12.

Budd RDC Quiz Draws Responses

A total of 13 members and friends of Philadelphia Chapter submitted their answer sheet to the Budd RDC Quiz in the May issue of *Cinders*. The contest must have been awfully easy, because almost everyone had 33 of the 35 answers correct.

However, two questions which caused problems were #5 and #11. "We bought some of our RDC's for \$1.00 each" drew responses of both MARC and NJ Transit, as did #11, "All Budds on this commuter line were second-hand". Your editor did some research to determine who actually did purchase second-hand cars for \$1.00 each, and couldn't immediately locate the answer. To make matters worse, "Roy L. Hudson", the "expert" who devised the contest, couldn't seem to remember, either.

As a result, we'll accept either answer for #5 or #11 for now. Accordingly, completely accurate replies were received from Joe Boscoe, David Briggs, Ray Cooney, Rich Copeland, Andy Hart, J. David Ingles of *Trains*, Sam James, David Kopena, William R. Loane, Tom Moran, John Ricciardi and El Simon. Jack McNally had two wrong.

The correct answers were: 1-Q, 2-R, 3-W, 4-Y, 5-U or GG, 6-S, 7-T, 8-X, 9-A, 10-V, 11-GG or U, 12-II, 13-E, 14-HH, 15-F, 16-AA, 17-B, 18-K, 19-O, 20-C, 21-G, 22-D, 23-L, 24-N, 25-FF, 26-I, 27-EE, 28-DD, 29-BB, 30-P, 31-CC, 32-Z, 33-M, 34-J and 35-H.

Dave Ingles of *Trains* included with his entry some roads operating Budd cars that we missed. One of the ones Dave included is one the Editor chastised Mr. "Roy L. Hudson" for having missed. Because space is a bit tight in this issue, we're going to save Dave's excellent ten entries and include them as a "Second Section" in the August issue of *Cinders*.

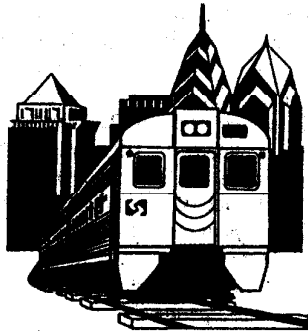
Also in a future issue of *Cinders*, "Roy L. Hudson" has promised another, more challenging, quiz, and rumor has it that it will center around named freight trains!

We thank each of you who entered the contest, and most who did commented that they found it a lot of fun. Members who would want to create a similar contest for their fellow members are asked to contact the Editor.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



SEPTA REGIONAL RAIL

By late May SEPTA was still working out the legal details for its proposed acquisition of 104 new Silverliner V commuter rail cars. The request for proposals will call for 70 married-pair cars and 34 singles. The former will not be connected by drawbars but, with operating cabs in only one end and shared pantographs, they will run in pairs. The contract when awarded will contain an option for additional cars if the MetroRail line to Reading materializes.....With only a few inches of snow, this past winter was one of the mildest in recent memory. By contrast, SEPTA and everyone else in Philadelphia struggled under a record 65.5 inches of snow during the winter of 1995-96.

General Manager Faye L. Moore last month announced a restructuring of SEPTA's Operations Department, under Assistant General Manager & Chief Operations Officer Patrick Nowakowski. Richard Hanratty was appointed chief of rail transportation, including Regional Rail, light rail and the subway-elevated system. W.B. Dwinell, formerly chief operations officer at the Railroad Division, was named chief of rail equipment engineering and maintenance with responsibility for all steel-wheel equipmentThe first tower cut over to SEPTA's new centralized control center was "A" tower on the Airport Line, which was taken out of service effective at 2 AM May 12. It had been opened in 1985 and was featured in a *Trains* Magazine article as the newest railroad tower in the U.S. The four remaining towers should be closed this month as additional dispatchers are trained at the control center, located in the 1234 Market Street headquarters building.....NJ TRANSIT revised its Northeast Corridor schedules effective May 19, to allow for single-tracking through the Hudson River tunnels when repair work is in progress. This will result in more generous connecting times for SEPTA's R7 passengers at Trenton.

A downed tree east of Merion station on the afternoon of May 7 caused serious rush-hour delays for SEPTA R5 passengers and AMTRAK's Harrisburg service. The tree blocked the #3 and 4 tracks but fortunately did not damage the catenary. Amtrak forces removed the obstruction, restoring service on #3 about 5:15 PM—two hours after the tree fell—and on #4 at 5:45. SEPTA bused some inbound passengers from Bryn Mawr to Overbrook, but most riders simply had to wait.....An AMTRAK substation near 30th Street shut down for nine minutes

shortly after 8 AM on May 10, cutting power to SEPTA's center city tunnel. The brief outage caused numerous train delaysSEPTA plans to install or renew intertrack fencing at many of its stations, and is seeking bidders for the project. This is part of a larger effort to discourage trespassers from crossing the tracks.....*Main Line Life* last month carried an article concerning SEPTA's stepped-up enforcement of parking regulations at the R5 Ardmore station. According to the story, non-SEPTA users often park in the lot while shopping at nearby stores, then return to find their cars towed away by a garage under contract to SEPTA. While none of the affected drivers had the required SEPTA permits, they nonetheless complained about the crackdown. SEPTA said it acted because some regular riders could not find spaces in the lot due to the illegally-parked vehicles.

SEPTA reissued all of its Regional Rail timetables effective May 26.....Last month, SEPTA's newly-restored Strafford station was recognized as an Outstanding Preservation Project of 2002 by the Preservation Alliance for Greater Philadelphia. The Pennsylvania Railroad moved the 1876-vintage Victorian Stick-Style building to its present location about 1884, when the station name was changed from Eagle to Strafford. It was entered on the National Register of Historic Places in 1984, and now has been restored in a \$4.3-million project completed last month.....The long-running restoration of Overbrook station is expected to be finished by December, at a price tag of \$6.3 million.....A 50-year-old Clifton Heights woman committed suicide on May 7 by jumping in front of a northbound SEPTA training train near the R3 Primos station.....SEPTA plans to purchase about 1.3 acres of land adjacent to the R6 Elm Street station in Norristown, to be used for an expanded parking lot.

SEPTA will soon undertake two major construction projects on the Railroad Division. One is the 7.5-mile Wayne Junction-to-Glenside ("Carmel") signal improvement project, expected to cost \$58.8 million, intended to replace the current 1930's-era signaling with bi-directional signals and automatic train control geared for 60-mph operation. (The maximum permissible track speed today over this segment of the Mainline already is 60 mph between Wayne Junction and Jenkintown and 55 mph north of Jenkintown.) Also included in the project, completion of which is scheduled for 2005, are the renewal and reconfiguration of four interlockings, the demolition of abandoned Logan station and the straightening of tracks at that location. While preliminary work is already underway, beginning in September 2003 there will be some weekend and night service disruptions, with either single-track or bus shuttle operations planned. The \$4.1-million installation of new motor-alternator substations at Wayne Junction and Jenkintown to generate signal power was completed earlier.

The other big project is the replacement of catenary on 1.1 miles of Mainline between Suburban and 30th Street Stations. All 560 revenue trains on the Regional Rail system, plus numerous

(Continued on Page 4)

PHILADELPHIA EXPRESS

(Continued from Page 3)

non-revenue trains, operate through this "throat," offering the potential for serious service delays. To reduce this impact, the rebuilding of seven bridges in the area will be deferred until after the Wayne Junction-Glenside project. A \$5.7-million contract has been awarded for the catenary replacement work, which should be completed in July 2003. Some weekend outages are planned beginning this November, with shuttle buses in service except during the Thanksgiving-New Year holiday period. A nine-day shutdown of the Frankford el will occur sometime after July 4, 2003, to allow the cutover of tracks at Frankford Transportation Center. This will take place between the outage periods in the two railroad projects.....SEPTA's rail and catenary replacement program continues elsewhere. Wire work is proceeding on the Neshaminy Line, with midday single-track operation between Jenkintown and Neshaminy Falls. New welded rail awaits installation on the R8 Fox Chase Line.



SEPTA TRANSIT

SEPTA's passenger revenues of \$26 million in April 2002 fell 3.4 percent below budget, continuing the unfavorable trend of the last few months. For the first ten months of Fiscal Year 2002, passenger revenues were 2.8 percent or \$7.6 million below budget, but nine percent higher than a year ago due to the fare increase implemented last July 1. Average daily system ridership of 726,000 in April was two percent below April 2001 and four percent below budget, although Regional Rail was one percent ahead of budget. For the year to date, average daily ridership was one percent below budget and two percent less than the year-ago period. SEPTA reported that unemployment in the area has reached an eight-year high, contributing to the ridership decline. However, a small surplus after subsidies is still anticipated for FY 2002, which ends June 30.....Trains and buses could be the next target of Islamic terrorists, the Federal Transit Administration warned last month. SEPTA and other major U. S. transit authorities began alerting their police and all employees.....KYW Newsradio is sponsoring a specially-painted bus which will be roaming the SEPTA system. Passengers boarding the bus on Tuesdays will receive free rides.

SEPTA now believes that the \$420-million Market Street elevated reconstruction project could run as much as \$100 million over budget in the years 2003-2008. Certain other projects may be deferred as a result......SEPTA's five-county paratransit operations are handling about 6,500 passengers each weekday, of which the vast majority are in Philadelphia. About 60 percent of those using the service, which is fully contracted to the private sector, are disabled people who ride free and the other 40 percent are senior citizens participating in the Shared Ride program, for which a nominal fare is charged.....The Transportation Equity Act for the 21st Century (TEA-21) expires next year, and Congress will begin to debate its reauthorization. The law guarantees \$36 billion for transit over the six-year period, but funding is expected to become tighter in the future.....The operations reorganization at SEPTA mentioned above also includes a new management structure on the bus side. Kim Scott Heinle becomes chief of bus transportation and Luther Diggs chief of automotive equipment

and maintenance.....SEPTA has begun promoting its little-known DayPass, with a timetable rack handout and notices in Metro. The pass costs \$5.50 per day and is good for unlimited trips on all SEPTA buses, light rail and subway-elevated lines, plus a one-way trip on Regional Rail.

Track replacement on Elmwood Avenue will force the busing of Route 36 passengers between Eastwick and 49th & Greenway, beginning May 26. Work will continue through the end of August. The project, which will concentrate in the area between 65th and 73rd streets, is part of SEPTA's multi-year program to upgrade the surface trackage on all of the West and Southwest Philadelphia trolley routes.....A public meeting was held May 13 concerning the proposed extension of the Route 100 Norristown High Speed Line from near Hughes Park station to King of Prussia Mall and Port Kennedy. This project had languished for the past two years while SEPTA concentrated on the Schuylkill Valley Metro, but the Route 100 extension is a much more modest undertaking which enjoys widespread support. At present, a consultant is engaged in an "alternatives analysis" to determine if the project can and should go forward. SEPTA already has sufficient N5 cars on hand to operate the new service.

SEPTA said it would remove the trackless trolleys from Routes 59, 66 and 75 in the Northeast, effective with the May 27 timetable change. Each line will be operated with diesel buses for up to two years while construction proceeds on the Frankford Transportation Center. The coaches, meanwhile, will be transferred to Southern depot.....Spree, the new center city shoppers service, will be rerouted eastbound via Market Street from 18th Street to Penn's Landing and westbound via Walnut Street. The Spree, with its four gaudily-painted low-floor buses, currently charges a \$1 fare, but this may go to \$2 with on-off privileges.....Most of the 100 Flyer low-floor buses set for delivery later this year will be assigned to Frankford and Comly depots, with ten going to the suburban Victory District. The third group of 100 is to arrive next year.....Infrastructure work is well along on the Girard Avenue light rail project, and should be completed soon.....Remember when SEPTA's slogan was "You can't beat the system"?



AMTRAK

AMTRAK's new president, David L. Gunn, took office on May 15 and he already has created some waves. It is clear that he is a no-nonsense leader who intends to reorganize Amtrak from top to bottom and who is not afraid to speak his mind. He declared his support for a national system of passenger trains and, in one of his first interviews, said "I'm not going to play the game that Amtrak started to play by threatening to cut off the long-distance trains. It made no sense - even economically it made no sense." He pointed out that the Northeast Corridor with its heavy ridership is in just as much trouble as the long-haul system, because it has been seriously underfunded. While acknowledging that Congress has fed Amtrak a starvation diet, Gunn admitted that many of the railroad's problems are self-inflicted. "(W)e have to get our own act together to present our needs and carry out the programs that are funded...My sense is that if we can restore some credibility to our management and organization, and show that there is a capability to spend money wisely, then we'll get a chance."

(Continued on Page 5)

PHILADELPHIA EXPRESS (Continued from Page 4)

Referring to Congress, he said, "If they don't give us a chance, then they'll rue the day that this thing collapses." Gunn also took a shot at the Amtrak Reform Council and its recommendation to privatize some passenger services, saying that there is no way that such a scheme would work. "Look at Britain—it's a disaster." He did, however, praise Amtrak's front-line operations people, observing that they're the ones "making things happen. And they're conscientious about it" (*Trains*).

The House Railroads Subcommittee on May 8 approved a bill which would give AMTRAK the \$1.2 billion it requested for Fiscal Year 2003 beginning this October 1. Included in the revised measure was an additional \$775 million for safety and security projects. A provision in the original bill that would have required that all of Amtrak's capital spending be approved by the Department of Transportation was deleted, but the railroad still would be required to submit quarterly and annual business plans to the DOT, the House Transportation Committee and the Senate Commerce Committee. (A more extensive bill was voted out of the Senate committee in April, as reported in *May Cinders*). The House subcommittee also approved an amended version of the Rail Infrastructure Development & Expansion Act, which would allow states to issue \$12 billion in tax-exempt bonds over ten years for high-speed rail projects, in addition to making available \$12 billion in high-speed rail bonds with federal tax credits (NARP, *Weekly Rail Recap*).

AMTRAK officials last month reported to Congress on the extent of the car fleet which is damaged and awaiting repair. Not counting the Silver Meteor cars which received only moderate damage a South Carolina derailment May 14 (see El Simon's column), there are 98 pieces of repairable wreck-damaged equipment currently out of service. These include 42 Superliners, 33 single-level cars, 16 mail, baggage and express cars and seven locomotives. Amtrak said it would cost about \$34 million to repair them all, but 56 could be returned to service within 18 months at a cost of \$19 million. Newly-installed President David Gunn criticized Amtrak's policy of deferred maintenance and its long line of damaged equipment at the Beech Grove (IN) shop. "I wouldn't have let it get to that point," he said (NARP, *Trains*).....The Federal Railroad Administration has placed AMTRAK under a rare safety watch, due to its "operational and financial challenges." This led the railroad to carry out a series of "safety blitzes" in response to the 20 serious rules violations reported in April (NARP).

A major real estate developer last month announced its intention to build a 32-story office building over AMTRAK's Penn Coach yard just north of 30th Street Station. Brandywine Realty Trust said that the structure would be designed by famed Architect Cesar Pelli and named the Cira Centre. Linked to the station by a covered walkway, the building also would be served by a new 1,500-space parking garage. This is the first part of a development that was originally proposed—on a much more ambitious scale—in the 1980's. A year ago Amtrak said that it was negotiating with several parties to finally turn some of those plans into reality (see July 2001 *Cinders*). Although Brandywine told the press that the new building would open in 2005, several financial analysts have cast doubt on the viability of the project, given the current market for office space in Philadelphia and the fact that a new 52-story tower will be built by Liberty Property Trust adjacent to Suburban Station in center city.

AMTRAK and SEPTA trains on the Northeast Corridor were forced to run at restricted speeds through "Holly" interlocking north of Wilmington after a truck veered off I-495 around 2 AM on May 2 and plowed into a signal bungalow. The speed restrictions were in effect for several days until repairs could be made.....A 76-year-old Bensalem woman committed suicide by jumping in front of Acela Express 2109 near the Cornwells Heights station about 9 AM on April 30. Then, at 4:30 PM on May 10, Acela Express #2163 struck and killed a trespasser near Chester station. The track speed at the first location is 125 mph and at the second 90 mph..... AMTRAK will run another of its "Monster Mile" excursions from New York to Dover, DE for a NASCAR auto race on June 2.

During a June 11 ceremony at the Harrisburg Transportation Center, AMTRAK and PennDOT officially will announce the signing of a five-year agreement to rebuild the Philadelphia-Harrisburg Keystone Corridor (see *May Cinders*). Amtrak and the State are each providing half of the \$140 million for the project, which is designed to reduce end-to-end running times to 90 minutes with an all-electric operation—as opposed to today's diesel power (NARP).....AMTRAK is giving Guest Rewards members 10,000 points for every three round-trips taken on Acela Expresses, through June 30. This is a response to similar frequent flyer bonuses offered by the competing air shuttle servicesAMTRAK is offering a 25-percent discount on most rail fares paid with a MasterCard, also through June 30. Acela Expresses and Metroliners are excluded (NARP)..... Proof that the Acelas are now formidable competition in the Boston-New York-Washington market, air shuttle operators Delta and U.S. Airways have been running anti-train ads on TV and in newspapers. One print ad had the headline "Time flies. It doesn't wait for a train." While Amtrak's high-speed service is doing well, Delta's shuttle traffic was down 38 percent in the first quarter of 2002 and U.S. Airways also reports lower ridership (*Trains*).



CSX
NS
OTHER ROADS

NORFOLK SOUTHERN and the Delaware River Port Authority last month announced they had signed a final agreement to build a high-tech intermodal yard at the old Mustin Field Naval Air Station in South Philadelphia (see October 2001 *Cinders*). NS said that construction of the \$16-million, 136-acre facility could begin this summer. It will be near CSX's container terminal at the former CONRAIL Greenwich yard and DRPA's Ameriport terminal used by CANADIAN PACIFIC.....A CSX press release last month said that the railroad will spend more than \$36 million this year to improve its facilities in Pennsylvania and \$7 million in New Jersey. CSX operates 1,140 route miles in Pennsylvania and 650 miles in New Jersey (including the CONRAIL Shared Assets region).....NS has received permission from a Federal appeals court to close its ex-CONRAIL carshop at Hollidaysburg, PA. The railroad planned the closure for last fall because it said there was not enough work to justify retaining the huge facility. But labor unions and several elected officials filed suit, contending that the State had agreed to support the sale of Conrail based on a promise by NS to keep the shop open. The shutdown now is expected in mid-July, when the 180 remaining employees will be laid off or transferred.

(Continued on Page 6)

PHILADELPHIA EXPRESS

(Continued from Page 5)

NS once again took top honors in the annual E.H. Harriman safety competition for line-haul railroads whose employees worked at least 15 million hours last year. This was the 13th consecutive year in which NS won the gold medal for safety in its class. The silver second-place award went to CSX. In the switching and terminal category, CONRAIL Shared Assets finished in first place, up from third a year ago.....In its May 6 issue *Traffic World Magazine* carried a story detailing customer complaints that NS and CSX are stifling competition in their jointly-owned CONRAIL Shared Assets areas. These include parts of Philadelphia, North and South Jersey and Detroit, MI.....NORFOLK SOUTHERN has been named in another class-action lawsuit which seeks compensation from companies whose 19th Century predecessors allegedly profited from the use of slave labor in the South. A similar suit was filed against CSX and two other companies in March (see *May Cinders*).....Trackside observations reveal that both CSX and NS are still operating many ex-CONRAIL locomotives in their original blue livery, three years after the takeover of CR.

The "Legislators' Express" excursion on May 9 carried some 200 delegates to the 2002 Pennsylvania Joint Rail Freight Seminar, held at the Hyatt Regency Hotel on Penn's Landing. Hosted by the Delaware Valley Regional Planning Commission, the train was powered by Bennett Levin's restored Pennsylvania E8 passenger locomotives #5711 and 5809. The train consisted of AMTRAK coaches 82063, 82039 and 82027, trailed by JUNIATA TERMINAL's recently-purchased ex-Southern Pacific lounge car 1157 and ex-PRR business car 120. The train followed a unique route from the hotel along Columbus Blvd., through CSX's Greenwich yard in South Philadelphia, past the stadium complex and west via the Delaware Extension and High Line to "Belmont" and "River." The train backed around the Trenton Line connection and returned via CSX's route along the Schuylkill River and through the Fairmount tunnel to East Side yard, then past the oil refineries to Greenwich and the hotel. In spite of the damp, dreary weather, hordes of photographers captured the train at Penn's Landing and enroute. A nice souvenir booklet for riders was prepared by DVRPC, with assistance from Chapter Members Les Dean and Ray Cooney at the NRHS Library. They were both invited guests on the "rare-mileage" trip.

The United Transportation Union and five major Class I railroads have reached a tentative agreement on a new contract covering wages, work rules, remote control technology and health care. The agreement, which still must be ratified by the 135,000 members of UTU, calls for a four-percent wage increase on July 1, but promises substantial savings through the expanded use of remote control for operating switcher locomotives..... Meanwhile, the rival Brotherhood of Locomotive Engineers has filed suit in Federal court to halt the use of remote control devices, charging that the government has failed to develop the required safety and inspection guidelines for this equipment. The BLE earlier had lost a battle with the UTU to determine which union would gain jurisdiction over remote control technology. The FRA in March did issue guidelines for the training and testing of employees using remote control.....The authoritative *Kiplinger Washington Letter* reports that a national ID card for truck drivers is in the works, plus a mandate that drivers pass FBI background checks. Similar rules for railroad, airport and dock workers are said to be in the future.

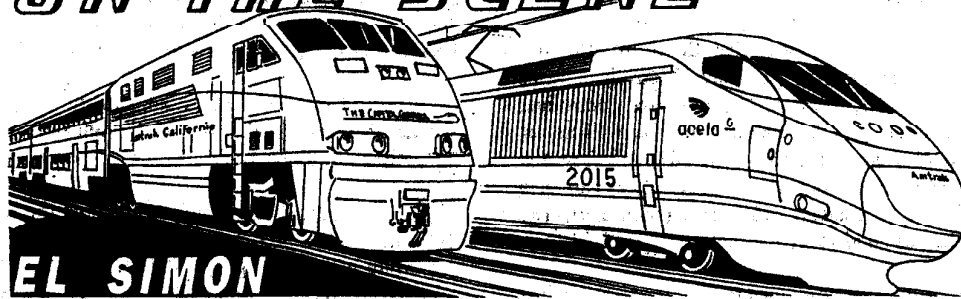
The railroad industry has begun its first national advertising campaign in 20 years, which will include print and TV ads. The campaign is intended to demonstrate to the public the importance of railroads in delivering the goods that keep the economy moving—"the greatest story never told" in the words of a former editor of *Railway Age*. A new website to support the campaign also has been established: www.tomorrowrailroads.org (*Trains*).....The State of Pennsylvania has announced the recipients in the third and final round of transportation enhancement projects made possible by the Federal TEA-21 law. Included among the \$45.4 million in grants were \$100,000 to restore the Reading freight station in Quakertown, \$342,000 for rehabilitation of SEPTA's Sharon Hill station, \$200,000 for restoration of the boiler of Boston & Maine 4-6-2 #3713 at Steamtown (this grant went to the Lackawanna & Wyoming Valley Chapter NRHS) and \$65,000 to aid in upgrading the AMTRAK station at Elizabethtown.

CANADIAN PACIFIC subsidiary Delaware & Hudson may be getting some state-of-the-art locomotives in the near future. *Trains* reports that General Electric AC4400 units will be sent to the D&H to replace its fleet of aging SD40-2's. The older EMD's, however, have been popular with the crews since the units arrived after CP's purchase of the D&H in 1991.....A CP locomotive crew was extremely fortunate to escape with minor injuries when their locomotive plunged 25 feet into a washout on the D&H mainline near Nanticoke, PA on May 14. The engineer and conductor were rescued after being trapped in their engine cab for nearly eight hours. All three locomotives will be scrapped (*Trains*).....KYW Newsradio reports that NJ TRANSIT's \$604-million Southern New Jersey Light Rail Line is running seriously over budget.

Again last month, WHYY Channel 12 reran its documentary on the Pennsylvania Railroad. Harrisburg Chapter Member and PRR Historian Dan Cupper is the lead narrator and your correspondent is one of the employees interviewed. The showing was followed by a new production entitled "Pennsylvania Train Stations Restored and Revitalized," examining several rail stations in the State which have been converted to alternate uses.....It now appears that the restoration of ex-PRR K4 locomotive #1361, currently being rebuilt in the shop at Steamtown, will not be ready for steamup until the summer or fall of next year (Philadelphia Chapter PRRT&HS).....An eight-mile segment of Montgomery County's Perkiomen trail is set to open this month between Oaks and Collegeville. Virtually all of the 19-mile trail, when completed, will be built on the Reading's abandoned Perkiomen branch, which extended from Perkiomen Junction, near Phoenixville, to Emmaus (*Railpace*).

Summer Social Event!
Philadelphia Chapter, NRHS
Bill Wagner Summer Dinner
Moonstruck Restaurant
7955 Oxford Avenue
Fox Chase, Philadelphia, PA
Friday, July 19, 2002
 Enjoy a fine meal and fellow members' company!
 (Details on Page 1, this issue)

ON THE SCENE



On May 15, David L. Gunn assumed the presidency of Amtrak, and it is believed and hoped that the change will bode well for the railroad's future. Based on his previous track record, it is certain that life at Amtrak will not be dull.

If Congress has any inclination to provide the additional needed funding for Amtrak, the appointment of this CEO, with a different style and reputation than his predecessor, provides the justification. Clearly, any stored cars that Amtrak can fill need to be repaired and returned to active service. Too, providing an adequate shop margin is yet another reason to get more cars and locomotives back on the road.

On Friday, May 24, according to a Philadelphia *Inquirer* article, Amtrak announced that a total of 1,000 jobs had been eliminated as part of a nationwide restructuring that had been announced on January 31. Some 384 jobs were cut in the Philadelphia area, including 154 management and 230 union positions, some through early retirement and voluntary separation incentives, others through layoffs.

Adding to Amtrak's ever-present equipment woes was a grade crossing collision between Train 97, *Silver Meteor* and a log truck on the morning of Tuesday, May 14 at Coosawhatchie, SC. Fourteen of the 103 passengers and 13 crew members were injured in the collision, in which the locomotive and all ten cars derailed, but remained upright and in line. Consist of #97 was P42DC 50, baggage 1269, Viewliner sleepers 62040, 62035, diner 8528, Amfleet II 28020, and Amfleet II coaches 25077, 25085, 25109 and 25000.

Amtrak reissued both its National Timetable and its Northeast Timetable, effective April 29. Several long-distance trains serving the Northeast had major changes, including the *Capitol Limited*, which now runs 45 minutes later westbound and about 20 minutes earlier eastbound. The *Three Rivers* runs about 40 minutes later westbound and 20 minutes earlier eastbound.

The *Pennsylvanian*, meanwhile received a major adjustment. It now runs about one hour, 20 minutes later westbound, but eastbound, leaves Chicago almost six hours earlier. The longer running time appears to result mostly from additional dwell time at Toledo, a major mail and express point for the train. The train now stops at Downingtown and Elizabethtown, and provides more convenient connections between Philadelphia and New York. Business class service is provided in the coach section of the food service car, but, in reality, you'd have more leg room in any Amfleet II coach that might happen to be in the consist!

The *Lake Shore Limited* leaves Chicago 35 minutes earlier and arrives 20 minutes earlier into New York. Westbound, the train arrives 25 minutes earlier at Chicago. Station time at

Albany-Rensselaer is reduced because the Boston section is now on the front of the train, and New York cars to the rear. I recently rode the *Lake Shore* to and from Chicago, and the Amfleet II lounge was *Philadelphia Club*, with the wall mural opposite the snack bar a view of Boathouse Row along the Schuylkill River.

South of Philadelphia, the *Crescent* operates 40-50 minutes earlier southbound and about 20 minutes later northbound. The *Silver Palm* has become a coach train, and taken the old *Palmetto* name once again, having lost its sleeper and diner. There is an Amfleet II lounge car to serve food and provide lounge service. The other two Florida trains continue on their approximate previous schedule.

New dining car menus were issued on May 1, standard on all full-service diners except the *Auto Train*. The seafood entrée will vary on different trains. Breakfast offerings include eggs, French toast or pancakes with optional breakfast meats. A continental breakfast is also available. Lunch offers two hot sandwiches, a salad or vegetable stir fry with soup also available.

Dinners include a salad and roll with entrée choices of steak, chicken, pork chop or seafood. A vegan pasta entrée is also available, and both lunch and dinner may be complemented by various beverages and desserts. Breakfast hours are generally 6:30 to 9:30 AM, lunch 11:30 AM to 2:30 PM and dinner 5:00 to 9:00 PM.

Many changes have been made in Northeast Corridor service with the April 29 schedule.

Three more weekday Acela Express roundtrips replace Metroliners between New York and Washington. A new 3:30 PM Metroliner has been added to ease pressure on the hourly Acela Express trips, which are mostly sold out. The last Acela Express from Washington is now carded 30 minutes later, at 8:30 PM.

The schedule requires 15 assigned trainsets plus three available for shop margin. The remaining two Acela Express trainsets include one in pre-acceptance testing and the last still at the manufacturer. This set is the one which was used in initial test service (in stripped down form) and has been returned to be completed for revenue service.

There is still one "missing" roundtrip to Boston, apparently awaiting Metro North approval. This does result in a major gap in premium service east of New York. Acela Express Train now skips New Haven. Two weekend New York-Boston Acela Express roundtrips have been discontinued because of insufficient patronage. However, all weekend premium service is now protected by Acela Express trains. (Continued on Page 8)

ON THE SCENE (Continued from Page 7)

It should be noted, however, that there are still four southbound and five northbound weekday Metroliner trips operated as Metroliners. As of May 20, only six Metroliner trainsets were needed to protect the above trains, as well as the following Acela Regional trains: 133, 139, 183, 184, 185, 188 and 198. On weekends, Metroliner sets operated on Acela Regional trains 131 (Saturday), 153 (Sunday), 157, 182 (Saturday), 183 (Sunday), 188, 197 (Sunday) and 198 (Sunday).

Also, a Metroliner set continues to operate on Saturdays New York to Niagara Falls, returning as Train 288 Sundays. If you have a choice of trains, the above trains are good because you get more leg room and, in business class, two-one seating in what is normally a full club car.

In addition, business class on the *Twilight Shoreliner* and *Vermont* is provided in club dinettes equipped with two-one seating. However, the *Shoreliner* may be graduating to a Metroliner Service full club since its sleeper was scheduled to be phased out on May 18. Speaking of the above two trains, Train 56 had been adjusted on March 18 to permit additional mail work at 30th Street, running about 15 minutes later between Philadelphia and New York. The southbound *Twilight Shoreliner* operates faster to Washington and serves points beyond to Newport News about 25 minutes earlier.

Other Acela Regional changes of note find Train 94 taking Train 186's slot between Washington and New York. As a result, it will operate 40 minutes later between Newport News and Washington, take a full hour dwell time in Washington (providing a cushion for late arrival off CSX). Train 94 drops Aberdeen, MD and Newark, DE, but adds Newark Airport, NJ, leaves Penn Station, New York some 70 minutes later and adds Old Saybrook.

Train 186, meanwhile, runs an hour earlier from Washington (in 94's old slot), adding the stops at Aberdeen and Newark dropped by 94, but an hour earlier now. A new Train 139 leaves New York at 9:35 PM, providing better evening service to Washington, and returning the cars used on a northbound Metroliner. Existing *Clock* 639 runs later in the evening.

Weekend trains are mostly replaced by new trains on similar schedules, retimed to permit single-track operation between New York and Bergen (construction in the tunnels).

Keystone Service Train 641 now operates only from New York to Philadelphia, but a new Train 607 leaves Philadelphia at 9:00 AM to Harrisburg, but does not stop at Coatesville, Parkesburg, Mount Joy or Middletown. Train 653 skips its North Philadelphia stop, with passengers taking Train 189 on a faster schedule.

Weekend Keystone Service schedules include numerous changes, with Train 644 running 45 minutes earlier from Harrisburg, and Train 660 leaving later (11:40 AM), but terminating at Philadelphia (connection to Train 142 to New York). Train 662 runs a bit earlier and likewise terminates at Philadelphia. Train 643 originates at Philadelphia at 12:45 PM, with connection from Trains 191/195 from New York. Train 651 leaves New York at 3:20 PM, and Train 661 also originates at Philadelphia at 8:45 PM, with connection of Train 135 from New York (Sundays only).

Empire Service adjustments actually occurred on April 7. However, the new schedule eliminates a roundtrip between Albany-Rensselaer and Rutland, VT. The equipment off the *Ethan Allen Express* will now lay over each night in Rutland.

There is a minor adjustment in the new *Downeaster* service from Portland, ME, with Train 686 departing that city at 4:00 PM rather than 4:20.

Amtrak has largely completed the repainting of the first 100 GE P42DC locomotives (#1-100). Still active in the original red-white-blue striping are #29-32, which were overhauled but retained the old livery and 91, 94 and 99 apparently haven't cycled through Beech Grove as yet.

Locomotive requirements on the Northeast Corridor include seven E60's (for *Clockers* 622, 624, 629, 633, 641 and 648 plus long-distance trains). If available, an eighth E60 is stationed at Race Street as a protect locomotive. AEM-7 and HHP-8 assignments call for 36 units, plus four reserve units (two at New York, one each at Washington and Boston).

Keystone Service requires six diesel units, while four are needed to operate between Washington, Richmond and Newport News. Eleven units are still required north and east of New Haven, including two units for the *Vermont* (one on each end) as well as two units on Trains 145 and 148. Finally, some 14 units are required for Empire Service duty, at least until they get the Turbo trainset back in service.

Of course, hope springs eternal and Amtrak still plans to assign the Turbo to Trains 256 and 257. This will be the "original" consist, and not the first "rebuilt" consist, which still languishes at Super Steel.

The *clocker* coaches of Pennsy heritage have now passed their 50th birthday, having been built by Budd in late 1951. There are two handicapped coaches and nine standard coaches still on the active list. Four of these cars (7004, 7608, 7615 and 7616) have been transferred to Chicago for service on one side of the *International*, while the remaining seven protect one side of the *Adirondack*. The other side of the latter train is protected by former Metroliner Service Amfleet cars.

At last check, most of the 111 ExpressTrak reefers (74001-74111) had been received. Most operate to and from apple country at Wenatchee, WA.

A friend who specializes in such things has informed me that 145 private and business cars have been noted on Amtrak trains over the last year.

In Canada, Bytown Railway Society's *Branchline* reports that the first two of VIA Rail Canada's Renaissance trainset consists have been formed. Set #1 consists of coaches 7202, 7201, service car 7303 and sleepers 7508, 7510 and 7504. Set #2 is formed of coaches 7203, 7213, service 7304 and sleepers 7511, 7507 and 7505. These European trainsets, originally built for "Chunnel" service, will most likely go on the *Enterprise*, VIA's overnight Toronto-Montreal train, when they are ready.

In a couple of commuter rail items, NJ Transit's first two new Comet V cars have been seen at their shop. The coach is 6000 and the cab control car is 6500. Long Island Rail Road has

(Continued on Page 10)



JUNE 1-2, 2002: Annual "Penny Days" at Railroad Museum of Pennsylvania, Strasburg, 9 AM-5 PM Saturday, 12 Noon-5 PM Sunday, co-sponsored by Pennsylvania Railroad Technical & Historical Society. Special lectures, demonstrations, sales of memorabilia, tours of PRR equipment in museum yard and Rolling Stock Hall will be featured. Several artists will have their PRR-related works on display. Regular admission charges apply. For information, telephone 717-687-8628 (website: www.rrmuseumpa.org).

JUNE 13: Annual banquet of Massachusetts Bay RRE at Nandee's Restaurant, 98 Market Street, Lynn, MA, beginning at 6:30 PM. Featured speaker will be Michael Dukakis, vice chairman of AMTRAK and former governor of Massachusetts. Entrees are boneless breast of chicken (\$21), broiled scrod (\$21) or roast sirloin of beef (\$23). Restaurant is near MBTA Lynn commuter rail station. Order tickets from: Mass Bay RRE Banquet, P. O. Box 96, Peabody, MA 01960, enclosing stamped, self-addressed envelope. For information, telephone 617-489-5277.

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

JUNE 15: "Ma & Pa Railroad Day" at Railroad Museum of Pennsylvania, Strasburg, 9 AM-5 PM. Vintage film footage, archival displays and models of the Maryland & Pennsylvania Railroad will be featured. Regular admission charges apply. For information, telephone 717-687-8628 (website: www.rrmuseumpa.org).

JUNE 15: Celebration at Cumberland, MD marking the 25th anniversary of Western Maryland Chapter NRHS. First event (8 AM) is tour of CSX's Cumberland terminal, including visits to diesel shop, hump tower and main office complex. Second event (11:30 AM) is steam excursion to Frostburg, MD and return on Western Maryland Scenic Railroad. Last event (5:30 PM) is reception, buffet dinner and program at Holiday Inn, South George Street in Cumberland. There is no charge for the CSX tour, the excursion is priced at \$17 coach and \$7.50 for optional box lunch on train, and the buffet dinner is \$21. Order tickets from: Western Maryland Chapter NRHS, Richard Kirsch, Secretary, P. O. Box 1331, Cumberland, MD 21501-1331. Tickets will be held for pickup at CSX office on Virginia Avenue, or at later event. Holiday Inn is offering special \$79 per night rate (telephone 301-724-8800).

JUNE 22-30: Thomas the Tank Engine visits the B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD. Fare: \$14 per person. For information on schedules, telephone 410-752-2490 (website: www.borail.org).

JUNE 23: Caboose excursion on Wilmington & Western Railroad using Member Ed Feathers' restored Pennsylvania Railroad N8 cabin car directly behind steam locomotive #58. Train departs Greenbank station, Marshallton, DE at 12:30 PM for Yorklyn and return. Discount available for NRHS members. For information, send stamped, self-addressed envelope to: Edward Feathers, P. O. Box 143, Glenolden, PA 19036-0143 (e-mail: pennsyncaboose@aol.com).

JULY 4-7: Annual "Reading Railroad Days" at Railroad Museum of Pennsylvania, Strasburg, 9 AM to 5 PM each day. Event is co-sponsored by Reading Company Technical & Historical Society, and includes tours of Reading equipment, a huge operating model railroad display and special presentations. Regular admission charges apply. For information, telephone 717-687-8628 (website: www.rrmuseumpa.org).

JULY 7-11: "Railcats 2002" program for students entering grades 7 to 9, emphasizing the engineering and science of railroading, at Penn State campus, Altoona, PA. Hands-on activities and field trips will be included. Fee of \$465 per student covers instruction, housing, food and field trips. For information and flyer, contact Sherri McGregor, Penn State University, 1444 11th Avenue, Suite 2-A, Altoona, PA 16601-3760 (telephone 814-949-5182, website: www.outreach.psu.edu/c&i/railcats).

JULY 13: Celebration of 150th anniversary of Western Maryland Railway 10 AM-5 PM at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD. This special event will include the debut of newly-restored WM F7A #236, which will power excursion trains over one mile of track from the museum. For information, telephone 410-752-2490 (website: www.borail.org).

JULY 14-20: First session of Basic RailCamp 2002 at Steamtown National Historic Site, Scranton, PA, sponsored by NRHS in cooperation with the National Park Service, Canadian Pacific Railway and University of Scranton. The weeklong RailCamp is aimed at high school students entering 9th through 12th grades, and provides first-hand experience with railway operations, preservation and career opportunities. Fee of \$550 per student includes all materials, field trip, meals and lodging. For information, contact NRHS National Office, P. O. Box 58547, Philadelphia, PA 19102-8547 (telephone 215-557-6606, website: info@nrhs.com). The director of RailCamp is Philadelphia Chapter Editor Larry Eastwood (telephone 215-947-5769).

JULY 19: Annual summer dinner of Philadelphia Chapter, NRHS at Moonstruck Restaurant, 7955 Oxford Avenue, Philadelphia, near SEPTA's R8 Fox Chase station. See separate announcement in this issue.

JULY 21-27: Second session of Basic RailCamp 2002, with a program identical to Session 1. For information, see above.

JULY 27-28: Greenberg's Train Show at South Jersey Expo Center, Route 73, Pennsauken, NJ, 10 AM-4 PM both days. Philadelphia Chapter will be represented with a membership and sales table. Assistance from Chapter members is needed in manning these tables. If you can help, contact President Dave Kopena at 215-671-0605. (Continued on Page 10)

Extra List (Continued from Page 9)

AUGUST 13-31: First-class excursion to and from the "Canyon Rails 2002" NRHS national convention at Williams, AZ using Washington, DC Chapter's luxurious parlor-lounge-sleeper Dover Harbor. Car will leave Washington on rear of Amtrak's Capitol Limited at 3:20 PM August 13, then via California Zephyr and Coast Starlight to Los Angeles and in steam-powered convention special to Williams. Return will be via steam special to Los Angeles, then east in Southwest Chief and Capitol Limited to Washington. Round-trip and one-way passages are available, which include full meal service with snacks and spirits and sleeping accommodations. For information, contact Pat Clark, reservations agent, Washington, DC Chapter NRHS, 9136 Windemere Way, Jessup, MD 20794-9524 (telephone 301-490-7311, website: www.dcnrhs.org).

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

AUGUST 24-25: "Blue Mountain Express" summer excursions between Hagerstown, MD and New Oxford, PA using MARC equipment, sponsored by Hagerstown Roundhouse Museum and Hagerstown Chapter NRHS. Special train leaves Hagerstown 8 AM each day, returns 6 PM, with four-hour layover in New Oxford. Special optional stop at Pen Mar park on Sunday train only. Tickets are \$38 adults, \$35 (seniors 65+), \$20 (children 4-12). Order tickets from: HJTC, P. O. Box 4175, Hagerstown, MD 21741-4175, making checks payable to NJTC. For information or phone orders, telephone 301-739-4665.

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

THROUGH NOVEMBER 10: "Down by the Depot: Portraits of Victorian Railroad Stations in Pennsylvania," display of original watercolors by Ramulph Bye at Railroad Museum of Pennsylvania, Strasburg. Regular admission charges apply. For information, telephone 717-687-8628 (website: www.rtmuseumpa.org).

ON THE SCENE (Continued from Page 8)

resumed its "Hamptons Reserve" reserved seat service on the Montauk route, operating eastbound on Friday on the Cannonball and returning Sunday afternoons, departing Montauk at 3:30 PM.