



# CINDERS

MARCH

2002



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PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

## SEPTA Names Moore General Manager

The SEPTA board last month appointed Treasurer Faye L. Moore as the Authority's new general manager, replacing John K. Leary, Jr., whose five-year contract expired at the end of January. General Counsel Nicholas Staffieri served as interim GM for the first two weeks of February.

Moore, whose three-year appointment was effective February 15, becomes the first woman and the first African-American to head SEPTA in its 34-year history. She is only the second general manager to be selected from within the agency's own ranks, the first being Joseph T. Mack from 1984 to 1988.

Having served as treasurer and chief financial officer of SEPTA since 1995, Moore supervised its operating and capital budgets which produced surpluses in four of the last five years. But she will face a new challenge this year, with daily ridership down by nearly 40,000 in the past six months. (Earlier, she had predicted that SEPTA might suffer a budget deficit of up to \$10 million in Fiscal Year 2002 ending this June 30.) "While Faye's record of accomplishment in the financial field is well recognized," said Board Chairman Pasquale T. Deon, Sr., "less well known are her proven talents as a senior executive and administrator."

An accountant by profession, Moore came to SEPTA from the Providian Corp., where she was vice president, audits & acquisitions, and before that she was employed at CIGNA Corp. and KPMG LLP. She is married with one daughter, and is a regular commuter on the R6 Cynwyd Regional Rail line.

## Notice of Annual Meeting & Election

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

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

MARIE K. EASTWOOD  
Secretary

## 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, MARCH 15, 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, 9<sup>th</sup> Street above Locust

(\$6.00 after 6 PM), Parkway garage, also 9<sup>th</sup> above Locust  
(\$5.75 after 6 PM), or Downtown Garage, Walnut Street east of  
10<sup>th</sup> (\$4.00 after 6 PM)

Our March 15 2002 meeting will feature two vintage professional 16mm color, sound films from the NRHS Film Library.

The first will be **Big Little Railroad**, a 1948-vintage Central Railroad of New Jersey film produced to mark the CNJ's centennial. You'll see views of the famed Ashley Planes near Wilkes-Barre, the Lehigh & Susquehanna through the Lehigh River gorge, Jersey City Terminal, and the unusual Baldwin double-ended passenger diesels. This is a 25-minute film.

Second to be screened will be **GG1: An American Classic**, a 1984 Avanti (Mike and Marianne Auterino) production documenting GG1 #4877 running from South Amboy, NJ to New York's Penn Station. Chapter Member and Radio Personality Tom Moran narrates this 30-minute classic.

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, MARCH 12, 2002** to Dinner Chairman Bill Gardiner at 215-632-7016. This is a **STRICT** deadline, and you **MUST** specify when ordering if you desire a fish dinner. Please call **BILL GARDINER** with your reservation. **No-shows will be responsible for payment for meals ordered!**

Looking ahead, our April 19 meeting will feature West Jersey Chapter Member Russ Jackson with some vintage movies he has taken on various properties over the years. Mark your calendar!

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

## Six Contestants Share Winning Spots In annual Ray Muller Slide Contest

Six entrants came forward to show their best slides in Philadelphia Chapter's annual Ray Muller Slide Contest, held at the Chapter meeting on Friday, February 15. Every entrant won at least one prize, and winning entries were:

**STEAM** – First Place – John Burke (CP 4-6-4 #2816 at Morant's Curve, Alberta); Second Place – George Wiedersum (Cass Scenic RR Shays at Cass, WV); Third Place – Rob Mandeville (BM&R ex-RDG 2102 at 30<sup>th</sup> Street Station, Philadelphia).

**DIESEL** – First Place – John Burke (RDG 903-902 at Carpenter's on the Strasburg Rail Road on 9/08/2001 excursion); Second Place (tie) – Rob Mandeville (Vermont RR excursion train at Rutland Center, VT) and George Wiedersum (Conway Scenic train at Crawford Notch, NH).

**HEAVY ELECTRIC** – First Place – Rob Mandeville (SEPTA MU fleet in Powelton yard from Conrail 32<sup>nd</sup> Street office building); Second Place – Lee Schultz (MILW Bi-polar electric at Museum of Transportation, St. Louis); Third Place – SEPTA MU train at Malvern with Paul Kutta.

**LIGHT ELECTRIC** – First Place – Lee Schultz (St. Louis Metrolink train at Forest Park); Second Place – Chicago Transit Authority articulated trainset at Fox River Museum, Elgin, IL); Third Place – George Wiedersum (Boston Type 5 car at Seashore Trolley Museum).

**OTHER** – First Place (tie) – Lee Schultz (St. Louis Union Station) and Rob Mandeville (semaphores on ex-SP Siskiyou Subdivision); Third Place – John Burke (BR&P Allegheny River bridge with excursion train).

**OLDIES** – First Place (tie) – John Burke (SP FM TrainMaster 3023 at Bayshore, CA) and Rob Mandeville (CN excursion train on Cap Rouge trestle); Third Place – Art Milks (DL&W NW2 and heavyweight diner at Hoboken Terminal).

The "G. Gerrish Williams Best of Show Award" was presented to John Burke for his photo of restored Canadian Pacific

**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.

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

4-6-4 #2816 at Morant's Curve in Alberta. This award is donated by Contest Manager Phil Mulligan in memory of the late Chapter Member Gerry Williams, rail enthusiast author and photographer.

Phil Mulligan did his usual superb job of organizing the contest, selecting judges and overseeing that function. Assisting Phil as judges were Chapter Members Ray Cooney, Alan Trachtenberg and John Wireman. Larry Eastwood served as projectionist for the evening.

Each prize winner will receive slide film, with first place getting a 36-exposure roll with processing, second place a 36-exposure roll without processing and third place a 24-exposure roll without processing. Winning prizes, plus those from the 2001 contest, which were not presented, will be awarded at the March 15 meeting. The Chapter thanks the entrants for their time and consideration in this event. While the number of contestants was the smallest in a number of years, the quality was outstanding.

### PAUL B. JAMES

June 15, 2001

We regretfully inform you of the passing of Chapter Member Paul B. James, whose family has notified us that he passed away on June 15, 2001. Paul had been a member of the Society and our Chapter since 1995, and we are informed that he had at one point in his career worked for the Reading Railroad.

He was predeceased by his wife and a son. We thank and extend our sympathy to his brother, Robert L. James, of Matthews, NC for informing us of Paul's passing.

## Officer Information Changes

Two Philadelphia Chapter officers have minor modifications in their addresses. Chapter President Dave Kopena has moved. His new address is 13109 Bustleton Ave., Apt. C-1, Philadelphia, PA 19116-1626. His telephone number is now 215-671-0605. With the demise of *Excite@Home* on February 28, 2002, Editor Larry Eastwood has a slightly modified E-mail address: [reastwood2@comcast.net](mailto:reastwood2@comcast.net). Please make a note of these changes on your records.

# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



SEPTA  
REGIONAL  
RAIL

The Federal Transit Administration in late January approved SEPTA's request to begin preliminary engineering work on the long-planned Schuylkill Valley Metro project. "This is a very important step toward construction of this rail line, which will have a very positive effect on transit in this region," said former General Manager John K. Leary, Jr., an ardent proponent of SVM. Through the current fiscal year, Congress has approved \$25.7 million in New Starts funding for the project, and the State has indicated it may commit up to \$300 million toward the cost of SVM, also known as MetroRail.

But MetroRail is a long way from becoming a "done deal." Finding the estimated \$1.8 billion to build it will be a huge challenge, especially in view of the new transportation funding law that restricts the Federal share of many transit projects to 60 percent of the total cost, and the apparent unwillingness of local governments such as Montgomery County to come up with their required 3.3-percent share. In addition, the recently-completed draft environmental impact statement for MetroRail must be submitted for public comment before a final EIS can be prepared.

The Railroad Division now expects its state-of-the-art control center to be in operation by June, at which time the five remaining towers will be closed. These are "Wayne," "Wind," "Broad," "Mark" and "A," the latter opened in 1985 to oversee the Airport Line. Located adjacent to the transit control center on the 19<sup>th</sup> Floor at 1234 Market Street, the new railroad facility will allow dispatchers there to control operations over the entire SEPTA-owned commuter rail system. Dispatcher training is to begin this month.....SEPTA reissued all of its Regional Rail timetables effective February 3, except for the R2 Marcus Hook-Wilmington-Newark folder which had been reissued last September 30.....The long-running restoration of historic Overbrook station, now expected to cost more than \$5 million, should be completed in June (yes, June of 2002). At least, that is what the Delaware Valley Regional Planning Commission is saying in an advisory.

A public dispute still rages over the width of seating in SEPTA's 100 soon-to-be-ordered Silverliner V cars (see February Cinders). SEPTA is looking at the possibility of widening the seats from the 18 inches standard in its existing fleet, to accommodate the broader posteriors common to many of today's

riders. But the *Inquirer* quoted SEPTA Chairman Pasquale T. Deon (a Regional Rail rider who reportedly measures 22 inches at the stern) as saying that the new cars "should have stainless steel seats that we can basically hose down." We think that he was joking.....As reported last month, retired SEPTA Blueliner #9109 has been sold. The buyer? WEST CHESTER RAILROAD, which already owns four ex-Reading Blues.....All four of the wreck-damaged Silverliner IV's sent to Delaware Car Company have now been repaired and returned to SEPTA. They are #130, 161, 296 and 403.



SEPTA  
TRANSIT

SEPTA welcomed the four-day basketball extravaganza that hit Philadelphia last month, climaxed by the NBA All-Star Game at the First Union Center on Sunday, February 10. The "Jam Session" held at the Pennsylvania Convention Center provided an alternate way for local fans to participate because tickets to the game itself were impossible to obtain. City officials, meanwhile, were happily toting up the millions of dollars which flooded into Philadelphia; hotels were sold out, restaurants were jammed and celebrity spotting became a sport in itself. Other pre-game events, such as the slam-dunk and three-point contests at the First Union Center, also drew fans, some of whom rode SEPTA. Players from the New Jersey Nets and Atlanta Hawks chartered an AMTRAK Acela train to travel from New York on Friday, bringing a group of children along for a tour of Philadelphia.

All Pennsylvania mass transit agencies are now required to undergo management and performance audits at regular intervals. This little-known State regulation possibly was inspired by the controversial Phoenix Management Services audit conducted at SEPTA in 1998. SEPTA therefore will be obliged to commission a similar audit next year (DVARP).....Those 300 new low-floor Flyer buses mentioned here last month each seat 39 people, versus 44 in the previous conventional buses.....In Fiscal Year 2001 ending last June 30, SEPTA reports that its vehicles consumed 15.2 million gallons of diesel fuel and 390,749,000 kilowatts of electrical energy. Of the latter, the Railroad Division accounted for about 54 percent of the total power consumed.

The U.S. Supreme Court has refused to review a lower court ruling which upheld SEPTA's right to ban leaflet distributors from its station platforms. The case had been brought by two religious evangelists who claimed that SEPTA's policy violated their right of free speech, but the courts held that SEPTA was only trying to provide a "comfortable, efficient and safe transit service".....SEPTA once again is selling special Bouquet Passes and discounted admission tickets for the Philadelphia Flower Show, set for the Pennsylvania Convention Center March 3-10. The passes, good for unlimited one-day travel on all SEPTA lines, sell for \$8 each, and the discounted show tickets for \$19. Both can be purchased online ([www.septa.org](http://www.septa.org)) or at selected sales locations.

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## PHILADELPHIA EXPRESS

(Continued from Page 3)



# AMTRAK

This has not been a good year for AMTRAK, so far. And it may be a year of decision, with Amtrak's very survival at stake. While the Amtrak Reform Council was preparing its final recommendations, Kenneth Mead, the inspector general for the Transportation Department, released a report on January 25 showing that Amtrak last year "significantly improved passenger revenues and ridership (but) has not been successful in slowing its expense growth...Amtrak is no closer to self-sufficiency now than...in 1997." Since receiving that five-year mandate from Congress in early 1997, revenues have risen 26.1 percent and ridership 11.4 percent, but for every dollar of additional revenue "cash expenses increased by \$1.05."

AMTRAK's cash loss for 2001 was put at \$585 million, while its operating loss (including depreciation) was \$1.1 billion or \$129 million higher than in the previous year. Still, said the inspector general, "factors other than Amtrak's financial performance should be considered...including the role that Amtrak has played since September 11 in providing an alternative to air travel." Any attempts to reduce costs by further cuts in services and personnel, or the sale or mortgaging of assets, would be "counterproductive," Mead declared. "(T)he cannibalization of the railroad's assets would compromise the future of our intercity passenger rail network, regardless of who provides the service." The report suggested that Amtrak will never be profitable, and may need a further infusion of cash simply to continue operations through the end of the current fiscal year on September 30.

On February 1 AMTRAK announced a series of immediate spending cuts and investment deferrals totaling \$285 million. Approximately \$175 million in capital improvements will be postponed and operating expenses will be cut by \$110 million. The company will lay off 300 supervisory personnel and 700 union workers, among them 200 employees at the Wilmington and Bear (DE) shops and 225 at the Beech Grove (IN) shop, resulting in a reduced level of maintenance on cars and locomotives. Amtrak also announced that on March 29 it will post discontinuance notices for 18 long-distance trains—among them the **Three Rivers**, **Pennsylvanian**, **Crescent** and the **Silver Service** trains to Florida—in order to comply with the 180-day requirement for such actions. (Amtrak's growing mail and express business would also vanish if these long-haul services are cancelled.) The trains would be eliminated on October 1, Amtrak said, unless its Federal appropriation for Fiscal Year 2003 is increased to \$1.2 billion. "Everyone knows that you can't make a profit while running a network of unprofitable trains," explained Amtrak President George Warrington, "but that is exactly what we are expected to do." Not coincidentally, these massive cuts in service may have the desired side effect of influencing Congressmen through whose states and districts the trains operate. Northeast Corridor service would not be affected by the cuts, in fact the NEC posted a profit last year as revenue rose 13.5 percent on a 4.6-percent increase in ridership. Unfortunately, this was more than offset by losses elsewhere in the system (*Trains, Weekly Rail Recap*, NARP)

The Bush Administration's proposed \$2.13 trillion budget for Fiscal Year 2003, sent to Congress on February 4, includes just \$521 million for AMTRAK. This is the same amount the railroad has received for each of the past three years, and was termed a "placeholder" until Congress decides the future of Amtrak. It is less than half of what the company says it needs in FY 2003 to maintain existing services and make needed capital investments. The President's budget director was quoted as saying that more money might be forthcoming if the Administration and Congress can come to a decision on reorganizing Amtrak.

Three days later, the AMTRAK Reform Council delivered to Congress its final proposal for the restructuring of the railroad (see February Cinders). The report recommends that Amtrak be divided into three separate organizations: a new National Railroad Passenger Corp. which would hold the operating rights over freight railroads and administer the rail passenger system, including oversight of business plans and budgets for the other two entities; a government-owned company which would control and maintain the Northeast Corridor and other properties; and an operating organization responsible for passenger, mail and express service under contract with the oversight agency. After a three-to-five-year transition period, during which Amtrak would continue to provide intercity service, it would begin accepting bids for franchises to run the trains. "The combination of performance-based contracts and the possibility of competition will make it possible to deal with two chronic problems that affected Amtrak's train operations: high operating costs and poor service quality," said ARC in the cover letter to its report. It pointed to two "unfunded mandates" in the current Amtrak system, maintenance of the Northeast Corridor—which Amtrak estimates will cost \$28 billion over the next 20 years—and continuation of the network of long-distance trains.

Many observers believe the Reform Council report was dead on arrival in Congress. Senator Ernest F. Hollings of South Carolina, chairman of the Senate Commerce Committee, said that he opposed the council recommendations on breaking up AMTRAK. "I don't know why they divided it up like that," he said. "You've got to have one reliable system that's funded...The Federal highway system is not divided." Hollings also expressed the belief that Congress soon may consider an Amtrak reauthorization bill. Congressman Jack Quinn of New York, chairman of the House Subcommittee on Railroads, agreed with Hollings. "Congress must make a commitment to invest in dependable, reliable and efficient rail transportation," he said. "We have given Amtrak two mandates—to act as a public service and as a profitable company...The Federal government must make a commitment to develop and fund passenger rail." Ranking Democrat Robert Clement of Tennessee added, "We need a national passenger rail system...After September 11, people want rail service." On February 14, Quinn's subcommittee held a hearing on the Amtrak report, at which ARC Chairman Gil Carmichael and other council members testified (*NARP, Trains*).

On the other side was Senator John McCain of Arizona, a longtime critic, who introduced a bill to dismantle AMTRAK and turn it over to private operators within four years. Amtrak itself weighed in with a response to the ARC report, in which it agreed that there should be a new national policy toward passenger rail transportation, but with adequate funding for capital investment and operating support for long-distance trains. However, it disagreed with the council on the effectiveness of Amtrak's present service. To quote its press release, "It is important to recognize that we have a policy problem, not an

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## PHILADELPHIA EXPRESS (Continued from Page 4)

Amtrak performance problem. Under current management over the last five years, Amtrak's total revenues have grown by 38 percent and nationwide ridership has risen by 19 percent, while Federal operating support has been cut by more than 80 percent." Amtrak also cited Inspector General Mead's comments in the *Wall Street Journal*: "For what it has been charged to do, it is amazing that Amtrak has gotten this far" (Amtrak, *Trains*, NARP, *Weekly Rail Recap*).

AMTRAK fared well in January compared with the domestic aviation industry. Amtrak ridership was up by 4.5 percent over the year-earlier month, and passenger miles by five percent, while airline ridership dropped by 14.7 percent from a year ago and passenger miles by 12.8 percent (NARP) .....AMTRAK reports that added security since September 11 has cost it \$16.5 million through January.....President Bush's budget for Fiscal Year 2003 includes a total of \$59.3 billion for transportation spending. Transit will get \$7.23 billion, a five-percent increase; aviation is in line for \$14 billion, almost unchanged from last year except for the \$5-billion cash bailout given the airlines last fall; and highways are to be cut from \$33 billion to \$24 billion, a proposal causing some discontent in Congress (NARP).....If anyone is wondering who might want to take over some of AMTRAK's services (see above), Peter A. Picknelly is one. He is the head of Peter Pan Bus Lines, a 70-year-old carrier based in Springfield, MA, which has expressed interest in bidding for certain passenger train routes (*Trains*).

Those three teens struck and killed by a 100-mph Acela Express train near Morrisville, PA on December 9 (see January *Cinders*), had taken drugs before the accident. The *Inquirer* reported that toxicology tests revealed that all three had marijuana in their systems. "They were certainly impaired," said Bucks County Coroner Joseph Campbell, "to the point where they might not have been aware of the approaching train".....PennDOT plans to spend \$26 million this year on improvements to AMTRAK's Keystone Corridor mainline to Harrisburg (Harrisburg Chapter).....AMTRAK's Northeast Corridor service was disrupted for several hours on Saturday, February 9 when a CSX freight train knocked down the overhead wires near Linden, NJ. Some 2,000 Amtrak passengers were stranded in darkened trains, as well as an unknown number of NJ TRANSIT riders.



CSX  
NS  
OTHER ROADS

Both CSX and NORFOLK SOUTHERN improved their performances in the fourth quarter of 2001 versus the same period of the previous year. CSX reported net income of \$65 million, up from \$54 million in fourth quarter 2000. For the full year of 2001, CSX's net income was \$293 million on revenues of \$8.1 billion, compared with \$186 million the previous year on revenues of \$8.2 billion. CSX's railroad operating ratio for the fourth quarter of 2001 was down 2.5 percent from last year to 86.2.....NS enjoyed net income of \$115 million in the fourth quarter 2001

compared with only \$5 million a year ago (after a charge for workforce reduction). For the year, net income was \$362 million on revenues of \$6.2 billion versus \$172 million on revenues of \$6.2 billion in 2000. NS's operating ratio, usually among the best in the industry but which had risen after its joint takeover of CONRAIL, dropped 6.2 percent in the fourth quarter, to 82.

CSX last month unveiled a new paint scheme for its fleet of 3,600 locomotives, featuring a solid, deep blue body with yellow ("gold") nose, tail and trim. The dominant color is said to close to the shade of blue used by CONRAIL, many of whose locomotives are in service on CSX. The first unit decked out in the new livery is SD50 #8503, which was repainted at CSX's Huntington (WV) shop. CSX said the idea for the new design came from employees, and is intended to represent the "new," expanded CSX system. The railroad adopted its current blue, gray and yellow paint scheme in 1990.....CSX reports that it generated \$100 million worth of new business last year through aggressive sales efforts, virtually all of the traffic having previously moved by truck or barge (*Traffic World*) .....U.S. Senator Arlen Specter of Pennsylvania has testified before the U.S. Court of Appeals for the Third Circuit, urging the court to overturn a ruling by the Surface Transportation Board which allowed NORFOLK SOUTHERN to close its former CONRAIL carshop at Hollidaysburg, PA. Specter echoed the pleas of State and union officials who said that one of the reasons Pennsylvania decided to support the takeover of Conrail was a pre-merger commitment by NS to keep the shop open (*Trains*).

Thomas R. Hickey resigned last month as general manager of PATCO, after only a year on the job. He stepped down just a week after New Jersey Governor McGreevey vetoed recent actions by the Delaware River Port Authority including \$23 million in improvements to PATCO facilities. The governor told the *Inquirer* that he was determined to "rein in" such independent authorities as DRPA to make them more accountable for the large expenditures they have been accustomed to making. McGreevey did say that he thought that the PATCO projects were "necessary," indicating that they ultimately would be approved. Some DRPA board members, however, feared that the delay would create safety issues and result in higher costs. PATCO plans to replace existing wood ties with 51,000 concrete ties on its 14.2-mile line, refurbish 13 stations and overhaul its aging fleet of cars. Hickey's successor is expected to be Robert A. Box, currently PATCO's chief engineer.

Another New Jersey agency which has felt the new governor's wrath is NJ TRANSIT. Already under fire from consumer groups for poor service and overcrowded trains, NJT is looking for a new executive director, after Jeffrey Warsh resigned last month under pressure from Governor McGreevey. "There needs to be a discernible change in (NJT) management toward greater accountability and enhanced performance," McGreevey told a reporter before Warsh decided to quit. NJT is the nation's third largest transit agency, carrying more than 400,000 daily train and bus riders.....Alco-loving Genesee Valley Transportation has acquired yet another product of the Schenectady (NY) locomotive builder. It purchased Delta Bulk Terminal C636 #1001 (ex-Penn Central #6342 and CONRAIL #6792), which has been shipped to Genesee Valley's DELAWARE-LACKAWANNA RAILROAD at Scranton, PA (Harrisburg Chapter).....Emons Transportation stockholders last month approved the sale of their company to GENESEE & WYOMING for \$29.4 million. Emons operates three shortlines, including YORK RAILWAY and PENN EASTERN in Pennsylvania.



Amtrak has once again been plunged into another episode of uncertainty. Sometimes, the railroad seems to suffer more anxiety than the "Perils of Pauline", yet seems to have more lives than that of the proverbial cat. The latest threat to Amtrak's survival came with the report issued by the Amtrak Reform Council. Given that many have believed all along that its sole purpose was to eliminate Amtrak, it was therefore no surprise that this is exactly what they recommended.

Amtrak, meanwhile, a week earlier issued a preemptive strike when it announced that all "money-losing" long-haul trains would be discontinued at the end of the current fiscal year. It said the company would need at least \$1 billion to retain these trains and to begin making progress in clearing years of deferred maintenance caused, in part anyway, by continual Congressional underfunding.

Unfortunately, however, Amtrak management itself has contributed to the present perilous situation in a number of ways:

1. It subscribed to the notion that Amtrak could become self-sufficient when no other country has achieved this goal with rail passenger service.

2. It then compounded the error by insisting that the corporation was "on the glidpath" to self-sufficiency.

3. Any fool who observed the deteriorating condition of Amtrak's equipment would have realized that overhauls had been largely eliminated over the past two years. Delays, which used to be the exception, have now become commonplace.

4. While it is true that the Northeast and California have exhibited the greatest need for rail service, Congressmen and Senators from other states bluster that their funds shouldn't go to a system that will emphasize these routes (keep this in mind when you read about funding some non-rail project that benefits, for example, South Dakota).

5. The Acela Express program has proved to be a technical wonder but a marketing disaster. Alas, if it transpires that Amtrak senior management overrode the advice of its engineering staff (the "four-inch" argument) on the width of the trainsets, then Amtrak deserves whatever punishment it receives.

6. Riding the Lake Shore Limited, I can't begin to describe how annoying delays can be, which are caused by Amtrak maintenance and "that mail and express business". But, Norfolk Southern and CSX also routinely "stab" the train while Amtrak seemingly raises not so much as a whimper of protest.

One has to feel sympathy for the hundreds of employees recently laid off at Bear, Wilmington and Beech Grove shops. There will be others laid off from offices and stations whose hours are being reduced. This will have a serious impact by inconveniencing passengers, which will only add to Amtrak's problems. How long will it continue?

Amtrak now has only four F40's on its active list, with 265 and 271 on the Northeast Corridor, 301 awaiting attention at Albany-Rensselaer and 413 as a protect unit at that location. Six others are assigned to MBTA while ACSES equipment is installed on the T's locomotives, and two others are assigned to Connecticut DOT. Ten of the 800-series P40's have been equipped with ACSES and can lead trains on the Shore Line between New Haven and Boston.

The freeze on overhauls left nine Concept 2000 Amcoaches awaiting upgrade to Capstone standards after 13 cars were completed at Bear. The most recent (and possibly the last) conversions at Bear were 82087 (ex-21015, 1-18-2002), 82088 (21204, 1-15-02), 82089 (21283, 2-01-02) and 82090 (21127, 2-12-02).

Amfleet I coach 21044 and baggage car 1252 were stored January 10 at Beech Grove. They were assigned to the U. S. Postal Service **Celebrate the Century Express** during 2000 and 2001.

The Surfliners in California are now usually all bi-level equipped trains, with an Amfleet equipment set on hand as a back-up. Surfliner food service is based on lighter fare, but the menu is a bit more adventurous and the prices lower than that found on **Downeaster** trains in New England. The menu offers a Surfliner lunch/dinner special at \$5.00. Speaking of the **Downeaster**, its food service is catered by Epicurean Feast, and as mentioned the menu is light fare, with the Portland Roast Beef sandwich the most expensive item at \$7.00 each!

A number of changes were established after the January 28 Northeast Corridor timetable was issued. These are described in a supplement. Changes include a Washington-New York train 212, leaving Washington at 12 Noon; train 133 runs weekdays, leaving New York 1:05 PM, and train 182 runs Saturdays, leaving Washington 8:00 PM. In an Empire Service adjustment train 248 will operate on Sundays, while train 250 will not.

**Ethan Allen** train 295 operates an hour later than 299 shown in the schedule, to retain a connection from New York on train 63. The return train 294 from Rutland runs 15 minutes later between there any Albany, but continues on to New York on its present schedule. (Continued on Page 7)

# ON THE SCENE (Continued from Page 6)

On February 24, Amtrak operated a special train between Raleigh, NC and Rockingham Race Track.

Amtrak's Executive Committee is made up of the following senior officials: James T. Lloyd, executive vice president and general counsel; Arlene Friner, executive vice president and chief financial officer; Barbara Richardson, executive vice president, marketing, sales and brand management; Stan Bagley, executive vice president, operations; Gerri M. Hall, vice president, business diversity; Richard Searles, vice president, capital, infrastructure & equipment; Joseph M. Hughes, acting vice president, government affairs; Lorraine Green, vice president, human resources; Joseph M. Bress, vice president, labor relations; Alicia Serfaty, senior vice president, law, and corporate secretary.

Author David Randall's fifth volume on Budd and ACF streamlined cars has been issued. This book covers Santa Fe and Southern Pacific equipment. Still to come are numbers on Rock Island/Missouri Pacific and the Southeastern railroads.

The classiest special trains of the pre-Amtrak era were those made up exclusively of sleeping cars. Looking back through my notes recently, I was struck by the variety of the trains noted and the reasons they operated.

There were many troop trains, which were identified by their MAIN (Military Authorization Identification Number). These trains operated to such military destinations as Fort Dix, but they also were scheduled to haul entire groups of reservists to and from training. As the 1960's moved on, standard-weight sleepers were gradually replaced by surplus streamlined cars, of all types and colors. Diners were usually provided by the railroads over which the trains were operating, although cars could be borrowed if a line had few spare cars. Perhaps the last regular train-sized reserve moves were the Marine Reservists from Boston to Hadnot Point, NC, which operated each summer as late as 1968 or 1969.

Seasonal trains to and from Florida or the Greenbrier Hotel were also operated. Sometimes, the Greenbrier moves were handled as a section of train 175 to Washington (complete with PRR diner to Washington), or possibly on the head end of a Clocker, running beyond Philadelphia as a special train.

Seaboard Coast Line and its predecessors ran many of these trains to Florida, usually to east coast points down to Miami. Again, these trains made the gradual transition from standard to streamlined equipment. Typically, two diners were assigned and one or two sleeper-lounges, usually spare Pennsy cars. When coach-sleeper trains were operated, SCL assigned a standard tavern-lounge (i.e., Virginia) or a spare streamlined car.

Special trains were also operated for special parties. As an example, a company might charter trains to carry its employees to a sales convention in Florida. Or, the Atlanta's Metropolitan Opera Association might sponsor a train to an event in New York. The nature of these trains often dictated the most deluxe cars that could be provided, but there were limits. In the standard era, this usually meant Glen-series six compartment, three drawing room cars, and then Imperial-series four-compartment, four-bedroom, two-drawing room types.

Another source of sleeper trains were Boy Scout and Girl Scout movements to jamborees and school specials to Washington and New York. Presidential inaugurations as late as 1965 generated trains to Washington. Even the Pennsylvania-Reading Seashore Lines operated two trains for Coast Guard members out of Cape May to Washington for the 1965 inauguration.

Four trains were operated in the west to various National Parks. These were sponsored by the railroads themselves or groups such as the Pacific Railroad Society. Again, diners and lounges were provided by the host railroads.

Amtrak, of course, has operated many fewer trains (and basically couldn't do so today). With many borrowed Canadian National cars, five specials operated in the fall of 1972 for General Motors to the Greenbrier and the Peanut Special (mostly sleepers) was operated in 1977 for the inauguration of President Jimmy Carter. Today, this tradition still lives, maintained only by the American Orient Express, using Amtrak power and operating crews.

February 23, 2002 marked the tenth anniversary of the "temporary" conversion of SEPTA trolley routes 23 and 56 to bus. The 15 on Girard Avenue actually hung on to September 13 of 1992, but did run several summers and will rise again in the future.

## Schedules

### New PENNSY AEROTRAIN

for economical all-coach travel

## NEW YORK - PITTSBURGH

Effective April 29, 1956

READ DOWN	Eastern Standard Time (Add one hour for Daylight Saving Time)	READ UP
Pennsy AeroTrain 17 Daily		Pennsy AeroTrain 16 Daily
AM		PM
v 6:55	Lv NEW YORK (Penna. Sta.)..... Ar	10:30
v 7:09	Lv Newark..... Lv	10:06
v 7:49	Lv Trenton..... Lv	9:27
c 8:13	Lv North Philadelphia..... Lv	9:02
8:40	Lv Paoli..... Lv	8:33
8:56	Lv Coatesville..... Lv	8:21
9:21	Lv Lancaster..... Lv	7:56
9:54	Lv Harrisburg..... Lv	7:27
10:54	Lv Lewistown..... Lv	6:27
12:04	Lv Altoona..... Lv	5:17
12:59	Lv Johnstown..... Lv	4:43
1:45	Lv Greensburg..... Lv	3:57
2:25	Ar PITTSBURGH..... Lv	3:30
PM		PM

**Reference Marks**  
 c—Stops only to receive passengers.  
 v—Stops only to receive passengers for stations west of Philadelphia.

**Equipment**  
**Coaches Only**  
 Comfortable foam-rubber reclining seats. Non-reserved.  
 4-way Food Service in Coaches  
 1—Hot Penn-Tray meals served in first 2 coaches  
 2—Special Buffet Box Meals  
 3—Food and Coffee Vending Machines  
 4—Coach Lunch Service (No dining car operated)  
 No checked baggage handled.  
 (Schedules and equipment subject to change)

**INFORMATION**  
 The Time from 12:01 A. M. to 12 o'clock, noon, inclusive, is indicated by light-face type; from 12:01 P. M. to 12 o'clock, midnight, inclusive, by dark-face type.  
 Adjustment of Fares—Should any misunderstanding arise with conductors or agents as to the proper fare or ticket privileges, please pay fare requested, take receipt and communicate with Chief of Redemption Bureau, Pennsylvania Station (30th St.), Philadelphia 4, Pa.  
 Children under 5 years of age, free, when accompanied by parent or guardian; 5 years of age and under 12, one-half fare; 12 years of age or over, full fare.  
 Responsibility—The Pennsylvania Railroad is not responsible for errors in time tables, nor for inconveniences or damage resulting from delayed trains or failure to make connections, or for shortage of equipment. The schedules and equipment shown in this time table are subject to change without notice.

# PENNSYLVANIA RAILROAD

Issued 4-19-56



**MARCH 9, 2002:** 16<sup>th</sup> Annual Harrisburg Railroad Show & Collectors Market, sponsored by Harrisburg Chapter, NRHS, to be held at new location this year: I. W. Abel Union Hall, 200 Gibson Street, Steelton, PA, 9 AM-3 PM. Admission: \$4.00 adults, children under 12 free. For information, contact Jim Robinson, 717-986-1183 or Eric Ohstrom, 717-774-0957.

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

**MARCH 11-SEPTEMBER 20:** "Traveling the Pennsylvania Railroad: The Photographs of William H. Rau," exhibit of more than 450 large-format photographs taken by Rau for the PRR during the 1890's, at Library Company of Pennsylvania, 1314 Locust Street, Philadelphia. The gallery is open 9 AM to 4:45 PM Monday through Friday. Admission is free. For information, telephone 215-546-3181.

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

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

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

**MARCH 23:** Annual Canal History & Technology Symposium at William Simon Center, Lafayette College, Easton, PA, sponsored by National Canal Museum and Lafayette College. Speakers and topics include: "Lock Navigation on the Schuylkill River" by Stuart Wells, "The Great Railroad Strike of 1988 and the Phillipsburg Brotherhood of Railroad Engineers" by Sonya Tupone, "British Railway Technologies and the Delaware & Hudson Gravity Railroad" by Stephen A. Marder and "Commodity Flow on the Pennsylvania Main Line" by Paul Marr. Registration fee: \$65, which includes breakfast, lunch, reception and copy of the proceedings. Make checks payable to National Canal Museum, 30 Centre Square, Easton, PA 18042-7743. For information, telephone 610-559-6616.

**APRIL 11-14:** NRHS Board of Directors meeting at Harrisburg, PA, sponsored by Harrisburg Chapter. Events include a Friday excursion over the entire length of the Middletown & Hummelstown Railroad and a Saturday Amtrak excursion Harrisburg-Philadelphia-Perryville-Harrisburg via Norfolk Southern's freight-only Port Road branch, using restored Pennsylvania E8 diesel locomotives (a stop may be arranged in Philadelphia). There will be a Saturday evening banquet and the board of directors business meeting will be held Sunday morning. All NRHS members may attend. Registration fee for all events is \$15 per person, the M&H trip \$25, the Port Road special \$85 coach or \$250 first class (Special Note: At presstime the Amtrak trip was basically sold out, but a waiting list was being considered in the event of additional capacity or cancellations. Contact the Chapter below for more up-to-date information), and the banquet \$33 for chicken breast entrée, \$38 for stuffed flounder or \$31 for vegetable strudel. A presentation about the famed Rockville bridge will be given by well-known Rail Historian Dan Cupper on Friday evening (admission free). Meeting headquarters is the Hilton Harrisburg & Towers, 1 North 2<sup>nd</sup> Street, Harrisburg, two blocks from Amtrak station (telephone 717-233-6000). Special meeting rates available until March 12. For registration, tickets and information write: Joseph R. Heffron, National Director, 300 Pennsylvania Avenue, Camp Hill, PA 17011-5438.

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

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

## Bryn Athyn Post Office and Railroad Station Mark Centennial

On April 7, 2002, the United States Post Office at Bryn Athyn, Montgomery County, will mark its centennial. For nearly its entire history, this office has been housed in the 1903-vintage railroad station on the former Reading Newtown Branch, one of only a handful of post offices which today remain in railroad stations.

To mark the occasion, *Cinders* Editor Larry Eastwood, whose boyhood home, built in 1870, was in the former Philadelphia, Newtown & New York Railroad station across the tracks from the present station, is producing a commemorative postcard, which includes a vintage Reading Company view of the Bryn Athyn structure taken in 1914.

While details are not complete, it is hoped that the Postal Service will create a special cancellation to mark the centennial, which can be applied to the commemorative postcard. Additional details will be contained in April *Cinders*.



# Railroad Slogan Quiz

NAME \_\_\_\_\_

BIRTH YEAR \_\_\_\_\_

This Railroad Slogan Quiz is taken from an old issue of **Trains Magazine**. We won't tell you what issue, because you'll then be tempted to cheat and look up the answers. It was created by Kent Day Coes. In order to give our younger members a fair shot, you'll need to place the year of your birth on the quiz. You will be awarded three (3) points for each correct answer, but will be penalized if you are older. For example, if you were born between 1980 and 1989, there is no penalty; between 1960 and 1979, minus 5 points, between 1940 and 1959, minus 10 points, before 1940, minus 15 points. Good luck.

- |   |           |
|---|-----------|
| 1. Be Specific – Say _____                      | 1. _____  |
| 2. The Better Way                               | 2. _____  |
| 3. Capital Cities Route                         | 3. _____  |
| 4. Everywhere West                              | 4. _____  |
| 5. Fast Freight Line                            | 5. _____  |
| 6. Follow the Flag                              | 6. _____  |
| 7. George Washington's Railroad                 | 7. _____  |
| 8. The _____ Serves the Southwest Well          | 8. _____  |
| 9. Linking 13 Great States with the Nation      | 9. _____  |
| 10. Main Street of the Northwest                | 10. _____ |
| 11. A Mill to the Mile                          | 11. _____ |
| 12. Minute Man Service                          | 12. _____ |
| 13. Old Reliable                                | 13. _____ |
| 14. The Only Way                                | 14. _____ |
| 15. Over a Century of Anthracite Transportation | 15. _____ |
| 16. The Peoria Gateway Route                    | 16. _____ |
| 17. The Rebel Route                             | 17. _____ |
| 18. The Road of Anthracite                      | 18. _____ |
| 19. The Road of Personal Service                | 19. _____ |
| 20. The Route of Precision Transportation       | 20. _____ |
| 21. The Route of Phoebe Snow                    | 21. _____ |
| 22. _____ All the Way                           | 22. _____ |
| 23. Scenic Line of the World                    | 23. _____ |
| 24. See America First                           | 24. _____ |
| 25. Serves All Canada                           | 25. _____ |
| 26. Serves All the West                         | 26. _____ |
| 27. The _____ Serves the South                  | 27. _____ |
| 28. Speedway to America's Playground            | 28. _____ |
| 29. Standard Railroad of the World              | 29. _____ |
| 30. Through the Heart of the South              | 30. _____ |
| 31. Through the Rockies – Not Around Them       | 31. _____ |
| 32. To and From Dixieland                       | 32. _____ |
| 33. The Water Level Route –You Can Sleep        | 33. _____ |
| 34. World's Greatest Travel System              | 34. _____ |
| 35. World's Largest Anthracite Carrier          | 35. _____ |

You may photocopy this sheet or tear it out and submit to: Railroad Slogan Quiz, Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302 before March 15, 2002, or hand it in at the meeting. A prize or two will be awarded to the members achieving the highest score. **Don't forget to fill in your name and the year of your birth!**

## Massachusetts Bay RRE Provides Award, Grant to 470 Railroad Club

Massachusetts Bay Railroad Enthusiasts ("Mass Bay RRE") named The 470 Railroad Club, Inc., of Portland, ME the 2002 winner of the H. Albert Webb Memorial Railroad Preservation Award in a special trackside ceremony held on February 23 at the Amtrak depot in Bellows Falls, VT. The award, which carries with it a \$10,000 cash grant, will support the ongoing restoration of the 470 Railroad Club's ex-Maine Central 2-8-0 #501, now located at North Conway, NH.

Leigh A. Webb, of Los Angeles, CA, created the H. Albert Webb award in 2000 to recognize his late father's love for New England railroading. The award aids non-profit, tax-exempt organizations that preserve historically significant railroad equipment, structures and information from New England railroads. The 2001 H. Albert Webb Award, also with a \$10,000 cash grant, went to Lackawanna & Wyoming Valley Chapter, NRHS in Scranton to assist in restoring Boston & Maine Pacific #3713, currently undergoing restoration at the Steamtown shops.

Maine Central #501 was built by American Locomotive Company at Schenectady, NY in May, 1910, and sold by MEC to the 470 Railroad Club in 1983. As with any steam locomotive, the restoration process is slow, but this award will pay for reassembling and testing the 501's steam boiler, vital steps in the goal of restoring the locomotive to operating condition. Plans call for the 501 to be used on the Conway Scenic Railroad over former MEC trackage through Crawford Notch once operable.

Mass Bay RRE President Donald C. Foley, Jr., of Burlington, MA presented the award certificate to 470 President Richard T. Lane, Jr., of Kennebunk, ME. Leigh Webb and Matt Rines, of Gorham, ME, the 470 project manager for the 501, participated in the ceremony, a highlight of Mass Bay RRE's annual "Vermont Snow Express" chartered Amtrak train that runs from Boston to Green Mountain State points each February.

Former Mass Bay RRE President William Crawford of Nahant, MA is chairman of the Awards Committee, which considered 15 applications for the award and submitted three finalists to Mr. Webb for his selection of the winner. Crawford, along with Foley and Lane, are also all members of Philadelphia Chapter, NRHS.

## Harrisburg Chapter Amtrak Trip Demand Heavy; No Philadelphia Stop

As reported in February *Cinders*, a special Amtrak train will operate on Saturday, April 13, Harrisburg-Philadelphia-Perryville-Enola-Harrisburg, including a rare opportunity to ride the Port Road, Shocks Bridge and past Enola yard.

Initially, some consideration was given to possibly making a Philadelphia stop, but because of time constraints on the trip as well as local demand, that is not expected to happen. As of presstime, the trip was basically sold-out, with the Chapter taking a waiting list for cancellations or additional capacity. See Extra List on Page 8 for complete Spring Director's Meeting information.

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