



CINDERS

MAY

2002



Volume 63 Newsletter of the Number 5

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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Philadelphia, Pa. 19101

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Gunn Named President & CEO of Amtrak

MEETING NOTICE:

FRIDAY EVENING, MAY 17, 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 May 17, 2002 program will feature a narrated slide lecture by
Chapter Member Paul Kutta entitled **Railroading in Cuba 2002**.

Paul made a recent trip to Cuba and covered various operations in
Fidel Castro's "worker's paradise". Color slides will illustrate how
the brave people of Cuba operate their trains under a Communist
dictatorship that has no money to spend on anything, let alone the
rails. Paul's presentation will include steam, diesel and electric
trains in regular service operating on standard, three-foot and two-
foot, six-inch gauges. We will see the Ferrocarriles de Cuba, at
least a dozen sugar operations and the famed Ferrocarril Electrico
de Cuba (part of the FCC), formerly Hershey Cuban Railway.

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, MAY 14, 2002 to Secretary Marie
Eastwood at 215-947-5769.** This is a **STRICT** deadline, and you
MUST specify when ordering if you desire a fish dinner. Please
call **MARIE EASTWOOD (this month ONLY)** with your
reservation. **No-shows will be responsible for payment for
meals ordered!**

Mark your calendar and plan to be on hand on Friday, May 17 to
enjoy Paul Kutta's review of current rail operations in Cuba!

On Friday afternoon, April 26, Amtrak Board Chairman
John Robert Smith, of Meridian, MS, announced the appointment
of David L. Gunn as President and Chief Executive Officer of
National Railroad Passenger Corporation (Amtrak), effective May
15, 2002.

Gunn, 64, is no stranger to members of Philadelphia
Chapter, NRHS, having served as General Manager/Chief
Operations Officer for SEPTA from 1979 through 1984. During
that five-year period, he reduced SEPTA's annual operating costs
from \$138 million to \$97 million, while rebuilding and replacing
subway cars, buses and trolleys. He was also instrumental in
SEPTA's takeover of the direct operation of the 400-mile, 800-
train-per-day Regional Rail system from Conrail in 1983.

He began his transportation career in 1964, working for
the Atchison, Topeka & Santa Fe Railway, moving to the New
York Central Railroad in 1967. In 1969, he was named assistant
vice president of the Illinois Central Gulf Railroad, a position he
held until 1974. He then moved to the Massachusetts Bay
Transportation Authority, serving as Director of Commuter Rail,
moving up to Director of Operations in 1975, holding that title
until 1979.

Following his stint at SEPTA, David Gunn went on to
the New York City Transit Authority, serving there from 1984
through 1990. During his stay in the Big Apple, Gunn was noted
for accomplishing the "impossible," eliminating most of the
graffiti that adorned the NYCTA's thousands of subway cars. At
the same time, he established strong fiscal controls, corporate goals
and performance measures, while rebuilding the infrastructure of
the nation's largest transit system.

From New York, Gunn moved in 1991 to another
challenge as general manager of the Washington Metropolitan
Area Transit Authority (WMATA). During a three-year period, he
developed the accelerated construction plan and initiated building
of three or four remaining segments of the planned 103-mile rail
system. He also improved productivity at WMATA and
implemented a multi-year \$1-billion capital rehabilitation program.

(Continued on Page 12)

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

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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.

Chapter Members Receive 25-Year Pins

Six Philadelphia Chapter members are receiving their 25-year NRHS pins this year, according to NRHS Senior Vice President Larry Eastwood, who is serving as Acting Director, Membership Awards due to the illness of Chairman Lee Dietrich.

The six, who joined in 1977, are:

Mark Espie	New Holland, PA
Robert J. Fletcher	Harrisburg, PA
Edward R. Germer	Folcroft, PA
David E. McWherter	Sarasota, FL
Allan H. Roberts	Staten Island, NY
Joseph J. Seaman	Tamaqua, PA

Since five of the six reside outside the Philadelphia area and none regularly attend Chapter meetings, the pins will be mailed to them during this month.

The Chapter offers its congratulations to each of the above and expresses its appreciation to them for their quarter century of support of our organization.

RailCamp Candidates Wanted

Do you know a young adult interested in railroading and rail history preservation who is between 9th and 12th grade in high school? Philadelphia Chapter will sponsor a RailCamp attendee to one of two sessions (July 14-20 or 21-27) at the NRHS/NPS Basic RailCamp 2002 at Steamtown in Scranton this summer. Learn interpretive techniques, steam locomotive restoration and operation, train dispatching, railroad operations. Contact Editor Larry Eastwood for details.

Chapter Officers Re-Elected

At the Annual Meeting of Philadelphia Chapter on Friday evening, April 19, the incumbent officers who have served during the 2001-2002 year were re-elected to another term. Nominations Committee Chair Bruce Irvin conducted the election, seeking nominations from the floor during the meeting. Receiving none, Secretary Marie Eastwood was instructed to cast a unanimous ballot. The officers are shown at the top of Page 2.

Annual Summer Dinner to be Held at Fox Chase

Philadelphia Chapter's annual Bill Wagner Summer Dinner will be held on Friday evening, July 19, 2002 at the Moonstruck restaurant in the Fox Chase section of Philadelphia. After several attempts to secure alternate locations, it was decided to return to Moonstruck, where previous outings have been held.

The menu will include a garden salad, choice of Ripieno (breast of chicken) or Salmone (broiled filet of salmon) and either chocolate mousse cake or baked apple tart for dessert. Coffee or tea will be available, and alcoholic beverages available by individual settlement.

Moonstruck is easily accessible via SEPTA's R8 Fox Chase route, or various bus routes. Parking is available for those wishing to drive. Further details and reservation information will be published in the June issue of *Cinders*.

Chapter Schedules 2002-2003 Meeting Dates

Philadelphia Chapter has tentatively announced its 2002-2003 meeting date schedule, which will continue to be held at the Thomas Jefferson University Alumni Hall at 1020 Locust Street downtown. The meeting dates are:

September 20, 2002
October 18
November 15
December 13 (second Friday)
January 17, 2003
February 21
March 21
April 11, 2003 (second Friday)
May 16
June 20

Members should take particular notice of our traditional second Friday meeting date in December. However, because the third Friday in April, 2003 is Good Friday, the meeting that month will be moved to the second Friday, the 11th.

Friends of the Railroad Museum Run Four-Day MD & WV Outing

The Friends of the Railroad Museum of Pennsylvania has scheduled a four-day tour of rail lines in Maryland and West Virginia from June 14-17, 2002. Seats are still available for this custom-designed trip, featuring excursion rides on five different vintage rail lines as well as a visit to an important railroading site.

On the first day, the tour will enjoy a round-trip steam journey on the Western Maryland Scenic Railroad. On Saturday, a special "Three Trains Day" will feature rides on the "New Tygart Flyer," the "Cheat Mountain Salamander Railbus" and the "Durbin Rocket." Celebrating Father's Day, FRM travelers will enjoy a round-trip ride on the Cass Scenic Railroad. Finishing up on Monday, June 17, a custom-tailored guided tour "Pathways to Harpers Ferry" will focus on railroads, canals, horses and other modes of transportation which have played an important role in the history of this town.

In addition to the thrilling train rides above, this FRM weekend includes lunch in an historic inn, dinner in a lovely Victorian-era ex-C&O depot, visits to a carriage museum and the C&O Canal Museum, photo runbys and wildlife viewing opportunities. The trip is billed as an ideal way to share enthusiasm for trains and railroad history with friends and family members.

The cost of "Riding the Rails of Maryland & West Virginia" is \$495.00 per person, double occupancy for FRM members and \$545.00 double occupancy for non-members. Triple, quad and single rates are available. Price includes chartered, restroom-equipped motorcoach, all railroad tickets and sightseeing admissions listed in itinerary, hotel accommodations for three nights, breakfast on three mornings, two box lunches, two restaurant lunches, dinner in Durbin, WV, applicable gratuities and hotel taxes. The trip originates and terminates at the Railroad Museum at Strasburg.

Members interested in this Maryland-West Virginia outing may secure a folder by phoning the Railroad Museum of Pennsylvania at 717-687-8628, extension 3008.

PRRT&HS Issues New Book on PRR P5 Electrics

The Pennsylvania Railroad Technical & Historical Society has announced that its latest special publication, **The Pennsy's P5 Electrics**, is now available for sale.

This softbound book, authored by three PRR motive power experts, Frederic Westing, Michael Bezilla and Roger L. Keyser, contains more than 200 photographs and illustrations covering the development, rise, fall and rise again of the P5 classes. Maps, wreck scenes and an all-time PRR (and LIRR) electric locomotive roster, by Roger L. Keyser, is included.

Members should not delay in ordered this limited run book from: P5 Book, c/o The Stanleys, 558 Summit Drive, Lewistown, PA 17044-1252. The cost is \$27.00 per copy, plus 6 percent Pennsylvania State Sales Tax, and \$2.50 shipping per copy. Make remittances payable to PRRT&HS. Credit card orders will be accepted only through the PRRT&HS website, www.prrths.com.

Reading & Columbia Freight Station Dedication to be Held May 11

The Columbia (PA) Foundation for Historic Preservation will hold a dedication ceremony for the restored Reading & Columbia freight station on Saturday, May 11, 2002 at 2:00 PM. The dedication ceremony, to take place at Locust Street and Bank Alley, near the Susquehanna River, will kick off a weeklong celebration of National Preservation Week in Columbia. Philadelphia Chapter members are cordially invited to attend.

The von Hess Foundation, owners of the former Reading property, has completed a \$250,000 restoration of the 1883-vintage building. The Columbia Foundation will use the building as an architectural warehouse to store and recycle old doors, windows, mantels, etc., from buildings being demolished. These will be available to individuals and firms for use in structures that are being preserved and restored.

Following the dedication ceremony, attendees may inspect the interior of the freight station where they may observe the offices of the agent, telegrapher and assistant agent, as well as the basement and large warehouse room. The latter room has large exterior doors on two sides, a weigh scale and pulleys for ropes which were used to move freight about the warehouse room.

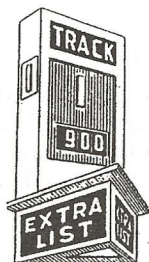
To reach Columbia, take U. S. Route 30 west from Lancaster, exiting at Columbia (PA Route 441) just before reaching the Susquehanna River. Follow Route 441 (3rd Street) south to Locust Street and turn right to the station.

Norfolk Southern Exhibit Car to Visit 15 Communities

Norfolk Southern Corporation's Exhibit Car will visit 15 communities on the company's rail system during 2002. The Exhibit Car features interactive displays, including a locomotive simulator and a train dispatching center, depicting the history and modern operation of the Norfolk Southern transportation system. Some 1.5 million people in more than 325 cities have viewed the traveling showcase since 1971.

The car begins its 32nd year of service April 26-28 with an appearance at Windsor, VA, in celebration of the town's centennial. Other stops on the 2002 tour are: May 10-12, Lake City, TN; May 18-19, Muscle Shoals, AL; June 1, Manassas, VA; June 7-16, Strasburg Rail Road, Strasburg, PA; July 1-21, Southeastern Railway Museum, Duluth, GA; July 24-27, Atlanta Fireman's Muster, Atlanta, GA; August 8-18, Tennessee Valley Railway Museum, Chattanooga, TN; August 30-Sept. 2, Hendersonville, NC; September 13-22, Strasburg Rail Road, Strasburg, PA; October 6-12, on the TRANSCAER Whistle Stop train for community emergency responders, with stops in Washington, DC, Linwood and Asheville, NC, Knoxville and Chattanooga, TN, and Decatur, AL; November 30, McKeesport, PA and December 5-8, Strasburg Rail Road, Strasburg, PA.

Norfolk Southern provides the Exhibit Car at no cost for community events throughout its 22-state rail transportation network. Requests for the car for 2003 can be made through the NS website at www.nscorp.com. Click on "about Norfolk Southern," then "Exhibit Car" under the "Miscellaneous" column.



MAY 26-27, 2002: Special excursions on New York City Transit system, using historic cars. Sunday excursion will feature soon-to-be-retired "Redbird" cars covering elevated lines in the Bronx, leaving Grand Central station shuttle track at 10:30 AM. Monday trip utilizes BMT 1925-vintage triplex cars through Brooklyn, leaving Whitehall Street at 10:30 AM. Fare for each excursion is \$35 adults, \$20 children (12 and under). Order tickets from: NYCT March of Dimes Trip, 1311 Waters Place, Room 221, Bronx, NY 10461. For information, telephone 347-643-5310.

JUNE 2: "Line Car Chase" on SEPTA'S former Red Arrow Route 101-102 trolley lines, sponsored by Electric City Trolley Museum (former Buckingham Valley Trolley Association). SEPTA 1920-vintage line car #W39 will conduct overhead wire inspection while passengers shadow the line car in a Kawasaki LRV. Numerous photo opportunities will be offered of the 80-year-old line car in a variety of settings. Only 60 patrons can be accommodated. Fares: \$35 per person in advance (\$30 for ECTM members), \$40 on day of trip. Order tickets from: George Metz, 13 Post Run, Newtown Square, PA 19073-3014, making checks payable to "ECTMA" and enclosing stamped, self-addressed envelope. For information, telephone 610-353-4982 (e-mail: geometz@comcast.net).

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 Porterfield, Pennsylvania Railroad Historian Dan Cupper, documentary Film Maker Richard Luckin, *Railroad & Railroad* 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: 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 the 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: pennycaboose@aol.com).

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

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 4:05 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 10794-9524 (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 Alco 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

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Editor's Note: On Friday, April, 26, as *Cinders* was being finished, it was announced that David L. Gunn, former SEPTA General Manager, had been named President & CEO of Amtrak. See separate story on Page 1, this issue.

Amtrak's northbound **Auto Train**, Train #52 was involved in a major derailment accident near Seville, FL on Thursday afternoon, April 18, less than an hour and only some 44 miles after leaving its Sanford, FL terminal traveling north to Lorton, VA. Four elderly passengers were killed and more than 160 others injured in the accident. There were a total of 418 passengers and 34 crew members board the train.

While a definitive cause of the accident has not yet been determined, National Transportation Safety Board investigators are looking at the track structure and whether there was some misalignment. A southbound coal train had passed the derailment point shortly before, and the area was known to have had some water drainage problems.

Both members of the engine crew and the conductor all activated the emergency brake as the two locomotives (P40's 838 and 843) and the first two cars (39902 and 32502) safely passed over the area. The third car, sleeper 32084-Kansas, was derailed and leaning, while the next seven cars (32074-Colorado, 32503-Palm Coast, 33101, 38052, 32501-Palm Beach, 32101-North Dakota and 32090-Michigan) wound up on their sides. These were followed by six cars leaning at angles (34129, 34125, 34126, 34120, 33100, 38054). The first seven auto carriers (9030, 9031, 9019, 9035, 9004, 9036, 9001) also derailed but were rerailed and moved back to Sanford. The remaining auto carriers were not derailed.

Amtrak held the southbound **Auto Train**, Train #53, at Richmond, ultimately returning the train back to the Lorton terminal. As this is put into print, service had been restored as of April 23 with two trainsets. Amtrak, with an inordinate number of Superliners (more than 40) at Beech Grove awaiting wreck repairs, was attempting to position replacement equipment into the **Auto Train** pool. Cars assigned to this service require some minor brake modifications, which can be accomplished pretty quickly.

A couple of adjustments made were to convert Trains 50 and 51, the **Cardinal**, to single level cars, most likely effective May 4. The Viewliner sleepers and diners will come off Trains 89 and 90, the **Silver Palm**. The Superliner smoker-coach from the **Cardinal** will go to the **Sunset Limited**, which has never had this type of car in its consist.

While the track was rebuilt in the derailment area, Trains 91-92 and 97-98 were rerouted via the former Seaboard Air Line route.

The next to last increase in Acela Express service was scheduled to take effect April 28 (tentatively, the last phase-in will take place during July). Service to Boston remains at nine trains each way; an apparent dispute with Metro North is delaying the addition of the final schedule, which would be a 12:03 PM train from New York and an 11:15 AM departure from Boston.

New York-Washington frequency increases to 16 Acela Express trains (including the Boston trains). This leaves 4-1/2 Metroliner round-trips, as follows: 5:25 AM, 3:30 PM, 4:30 PM and 6:00 PM departing New York, and 5:25 AM, 9:00 AM, 10:00 AM, 3:30 PM and 4:30 PM departing Washington. All premium fare weekend service is now operated by Acela Express trainsets.

The equipment comprising Acela Express trainset #23 includes power units 2000 and 2002, first class car 3206, café 3303, end coach 3402 and coaches 3504, 3506 and 3507. The final trainset will include power units 2001 and 2003, first class 3200, café 3300, end coach 3401 and coaches 3505, 3508 and 3519. All of these cars were originally in test set 2 except the 3519, which is a "new" car not seen before.

At last count, there were 17 trainsets in service, with two sets being tested and the final set still to come.

Acela Regional service to Boston consists of nine weekday round-trips (plus an extra Friday evening train to New England).

The **Pennsylvanian** operates on a new schedule that sees a much earlier eastbound and a slightly later westbound schedule. Train #44 will leave Chicago at 11:55 PM, Cleveland at 8:20 AM, Pittsburgh at 11:35, with Philadelphia arrival at 8:00 PM. Train #43, meanwhile, will leave Philadelphia at 8:00 AM, arriving Pittsburgh at 3:42 PM, Cleveland 7:32 and Chicago at 1:44 AM the next morning. This schedule restores a more useful pattern to Pennsylvania (and points west to Cleveland). The eastbound train will allow for moving more passengers eastward whose western connections were late (currently, Amtrak frequently must put up "misconnects" in a hotel).

Passengers in sleepers on the **Three Rivers** are offered a choice of one meal entrée, a beverage and dessert from the lounge car's menu. This train offers meal service consisting of breakfast (6:00-9:30 AM), lunch (11:00 AM-2:30 PM) and dinner (4:30-10:00 PM).

There again appears to be some confusion about Amtrak's plans for its long-distance trains. The Amtrak legal staff interprets the applicable U. S. Code provision as allowing it to (a)

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ON THE SCENE (Continued from Page 5)

discontinue service during the first month of the fiscal year (i.e., October 2002) or (b) if its appropriations are not enacted at least 90 days before the beginning of the fiscal year (i.e., July-September, 2002).

Speaking of Amtrak's long-distance trains, they are assigned to specific yards for servicing. If you have ever wondered where "home" is, they are: Trains 1 and 2, **Sunset Limited**, Sanford, FL; Trains 3 and 4, **Southwest Chief**, Los Angeles (the westbound consist turns from the **Capitol Limited**, but the eastbound drops back one day at Chicago); Trains 5 and 6, **California Zephyr** and Trains 7 and 8, **Empire Builder**, both are based from Chicago.

Trains 21 and 22, **Texas Eagle**, call New Orleans home, because they swap out at Chicago with Trains 58 and 59, **City of New Orleans**. Trains 29 and 30, **Capitol Limited** turn to Trains 3 and 4, above. Trains 50 and 51, **Cardinal** call Chicago home, and they will temporarily be converted to single-level cars. Trains 52 and 53, **Auto Train**, are based at Sanford, FL.

There are 18 single-level trainsets running out of Hialeah, FL in two equipment pools that rotate through several trains in this manner: ten cars in Group I leave Hialeah on Train 90, turn at New York to Train 49, which turns at Chicago back to Train 48, then turns at New York to Train 89, becoming Train 98 at Hialeah, returning from New York as Train 97. This takes ten days to complete his cycle; on day 11, the rotation begins again with Train 90 from Hialeah.

There are eight cars in Group II, which leave Hialeah on Train 92, turn to New York as Train 19, returning from New Orleans as Train 20, and back to Hialeah as Train 91. This cycle takes eight days, turning again on day 9 to Train 92.

Separate equipment pools operate out of Chicago on the Boston section of the **Lake Shore Limited**, the **Three Rivers** and the **Pennsylvanian**.

In an Empire Service item, the original turbo trainset is expected back in service as you read this; still, however, no word on the long-suffering rebuilt turbo sets from Super Steel.

CSX has effectively banned the use of the 1400-series MHC's after an incident involving car 1445 on Train 48 near Corfu, NY, where the car derailed but remained in consist. Fortunately, this was observed by a passing CSX freight. CSX has now imposed speed restrictions on these cars, citing concerns about the reliability of the former REA Express reefer trucks used on the 1400's. Fortunately, Amtrak has many spare box cars to substitute.

The 12 EMD F40's considered "active" are those equipped with ACSES enhanced train control for use on the Northeast Corridor. Once again, here are the units involved: 226 (leased to MBTA), 244 (off "T" lease 3/20/02), 265 (leased to Connecticut DOT), 268 (Albany protect - was used on Train 64 on April 7), 271 (Albany protect - was out on a rescue recently), 278 (leased to the "T"), 280 (Portland, ME protect), 288 (**Downeaster** protect), 291 (leased to Connecticut DOT), 301 (overdue for quarterly inspection at Rensselaer), 316 (Rensselaer for mechanical problems) and 413 (also at Rensselaer for mechanical problems,

but was on Train 66 on April 8). Several of these units could be replaced by surplus 800-series P40's, if the ACSES equipment can be removed from the F40's and installed on the 800's.

Five more Clocker coaches have been tagged for storage with the April 28 time change. These are coaches 7004, 7608, 7615, 7616 and 7620. They were chosen on the basis of preventive maintenance due and/or brake work required.

I ran across a summary of special movements operated by Pullman in late 1966 and early 1967. Major military movements were still operating, mostly to Oakland, CA, but also to points like Fort Polk, LA. On June 5-June 7, 1966, 30 cars operated over the CB&Q and PRR to Harrisburg, PA. At the same time, the civilian market was still active with no fewer than 153 cars used to the 1966 Kentucky Derby at Louisville.

The 1966 camp season saw no less than 119 cars on June 29-30. At the same time, Pullman was using 15 cars to Portland, OR and 71 cars for Shriners to San Francisco, over 200 cars in all. Also, there were 26 cars on a troop movement to Colorado Springs via the CofGA, L&N, CB&Q and D&RGW. As I was preparing to leave for the Philippines, I found this rather amazing. In all the research I've done in Chicago, I still have not seen any consists of troop trains, among the available Pullman files.

For the record, on July 1, 1969, one month before Pullman ceased to maintain sleepers, there were only 619 sleepers in the fleet, owned by 19 railroads. The roads involved were Santa Fe (93 cars, with 80 active and 13 stored), B&O (28), C&O (24), CB&Q (46 active, one stored), MILW (4), D&RGW (7), Great Northern (34), Illinois Central (28 active, two stored), Louisville & Nashville (14), Northern Pacific (33 active, one stored), Norfolk & Western (3), Penn Central (28), RF&P (9), Seaboard Coast Line (74 active, four stored), Southern (33 active, two stored), Southern Pacific (43), SP&S (3), Union Pacific (91 active, three stored) and Western Pacific (11). There was one car owned by Pullman itself (**Cascade Basin**), which was stored.

The Acadian Railway Company has announced a program of special trains using a fleet of cars acquired from various American sources. The tours will originate in Montreal, with summer trains running over the former Canadian Pacific line (with a stop at Greenville, ME). The autumn foliage trips will operate to Portland, ME via the old Grand Trunk route.

Two days each week, several cars will operate a deluxe service on Amtrak's **Adirondack**. Two coaches and former PRR stainless parlor-observation **Alexander Hamilton** will be used and passengers will receive a light breakfast and a multi-course lunch northbound, and a light lunch and multi-course dinner southbound.

EXTRA LIST (Continued from Page 4)

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).

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 9 AM to 4:45 PM Monday through Friday. Admission is free. For information, telephone 215-546-3181.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



SEPTA REGIONAL RAIL

Pending legal review, SEPTA hopes to go on the street this month with a request for proposals covering 104 married-pair Silverliner V electric cars, with an option for additional cars if the Schuylkill Valley Metro becomes a reality. The question of seat widths apparently has been resolved, with three-and-two seats to be installed in the car ends and two-and-two seats between the quarter point doors. Both types will retain the measurements of seats in the present cars, with the two-and-two seats each being slightly wider. Deliveries should be completed in 2006, at a cost of \$210 million.

The Railroad Division was involved in several unfortunate accidents since the April issue of Cinders went to press. At 2:45 AM on March 28 a SEPTA maintenance worker was struck and killed by CSX Train Q190 near the R3 Neshaminy Falls station. The accident was attributed to miscommunication with the dispatcher.....April 3 was a particularly trying day. At 7:15 that morning a tractor-trailer smashed into an automobile on U.S. Route 1 in Wawa, killing the driver of the car and setting the vehicle on fire. The flames quickly spread to the nearby SEPTA overpass, forcing its closure for several days. The only trains regularly using the bridge are AMTRAK ballast trains from the stone quarry at Glen Mills. Later that same morning R3 train #350 killed a male trespasser walking along the tracks in Lansdowne. At 8:55 AM a telephoned threat to bomb the Matsonford highway bridge over the Schuylkill River at Conshohocken forced the shutdown of several roads in the area and evacuation of nearby office buildings and the Marriott Hotel. SEPTA suspended service on its R6 Norristown Line for three hours, until investigators determined that the threat was a hoax.Then, on April 9 a 46-year-old woman jumped in front of Airport-bound train #4127 near Hatboro station. She was critically injured, and SEPTA was forced to substitute buses between Hatboro and Warminster until the train was released.

SEPTA this month will begin its PassCheck program to detect the fraudulent use of TrailPasses and TransPasses. On Regional Rail, passengers may be asked to hand their passes to the conductor for verification and possible punching in the designated box. SEPTA is offering a \$500 reward for information leading to the arrest and conviction of persons using copied or counterfeit passes.....About 30 tower operator positions will be

eliminated when the centralized control center is completed this year, but the employees are protected under union contracts and will be placed in other jobs.....IT Corp., the contractor working on cleanup of the Paoli railyard Superfund site, has declared bankruptcy, forcing SEPTA to advertise for a contractor to complete the projectMeanwhile, a proposed settlement has been reached with Monsanto, General Electric and Westinghouse Electric which would pay nearby residents \$975,000 to resolve claims from PCB pollution at the Paoli carshop and railyard. These are the final claims in a 16-year legal battle to recover damages for health problems associated with the allegedly toxic chemical, which was used as a coolant in electric cars and locomotives. To date, about \$2.7 million has been paid out in settlements with the railroad operators, including SEPTA and AMTRAK.

At an April 18 appearance before the Tredyffrin Township Planning Commission in Chester County, SEPTA officials discussed the almost-forgotten Cross County Metro project, which they said would cost upwards of \$800 million. The line would extend between Morrisville and Glen Loch, mostly along a NORFOLK SOUTHERN line known in the Pennsy days as the Trenton Cut-Off. West of King of Prussia, stations would be located at South Gulph Road, Cassatt Road, Great Valley and Glen Loch, with a possible extension to Exton, Downingtown and Thorndale along the present R5 route. The Cross County study is to be completed by late this year.....SEPTA will soon award a \$185,000 contract for Phase I of the restoration of historic Wayne station on the R5 Paoli-Thorndale line. This will be in addition to work already completed by the Wayne Station Historic Preservation Association, funded through a State grant and private contributions. Allen Lane station on the R8 Chestnut Hill West Line also will have its canopies rebuilt, which were not part of a previous restoration project at the station.....SEPTA has fired the engineer and conductor of a northbound R2 train from Marcus Hook, who got into a scuffle on March 19 in full view of passengers.



SEPTA TRANSIT

SEPTA has released its operating and capital budgets for Fiscal Year 2003, beginning this July 1. The operating budget of \$855.4 million represents a 4.1-percent increase over the 2002 budget, and takes into account a three-percent wage increase provided for in existing labor contracts, as well as increases in other areas such as employee medical coverage and fuel costs. The budget contemplates operating revenues of \$324.2 million based on an expected three-percent growth in ridership, \$48.9 million in senior citizen reimbursements, and revenues from other sources such as real estate income and advertising. Federal, State and local

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subsidies are projected at \$433.9 million, or \$33 million over current levels. Public hearings on the operating budget will be held May 6-10 in all five counties of the SEPTA regionThe anticipated operating deficit for FY 2002 is \$7.5 million to \$9 million. March ridership was down substantially from a year ago, due primarily to economic conditions in the region. Although the transit divisions were well below budget, Regional Rail was about on target and senior citizen ridership was up six percent. Cash fares on transit have declined about 20 percent since the fare increase last July, as more riders switch to tokens and passes, and construction shutdowns on the Market-Frankford Line have cost about 30,000 riders per weekend.

The capital budget for Fiscal Year 2003 totals \$465.5 million, plus \$29 million for the Federally-funded preventive maintenance program. The budget is reduced from the FY 2002 level of \$496.3 million and \$28.5 million for preventive maintenance. Funding sources in the new budget are broken down as \$225.5 million Federal, \$184.3 million State, \$18.2 million local and \$37.5 million for New Starts. Also included in the budget document is the FY 2003-2014 capital program, the latter part of which essentially is SEPTA's "wish list." Funding is allocated for several major projects in FY 2003, including Market Street elevated reconstruction (\$50 million), the vehicle overhaul program (\$42 million), Frankford Transportation Center (\$39.5 million), engineering work on the Schuylkill Valley Metro/Cross County Metro (\$37.5 million), bus purchases (\$35 million) and new cars for Regional Rail (\$20 million). SEPTA notes that all contracts for the Frankford Center have been awarded except for the 1,000-space parking garage. The long-range program continues all of these projects and mentions several other items that may never see the light of day. Among the latter are reopening of the Newtown rail line, infrastructure improvements and new cars for the abandoned Routes 23 and 56 light rail lines, and the \$43-million acquisition of new trackless trolleys. A public hearing on the capital budget will be held at SEPTA headquarters on May 14.

Last month new General Manager Faye Moore announced several high-level appointments to her staff. Joseph M. Casey was named chief financial officer and treasurer to succeed Moore, Patrick A. Nowakowski will be responsible for all operations and maintenance and Cheryl T. Spicer becomes acting assistant general manager for public & government affairs. Formerly with CONRAIL, Casey had served as SEPTA's assistant general manager-finance & planning and as senior budget director, Nowakowski as chief engineer and Spicer as head of paratransit services.....The American Public Transportation Association reports that transit ridership in the U.S. increased by two percent in 2001 over the previous year, to a record 9.5 billion trips. This was the fifth year in a row that transit ridership grew faster than highway use (*Weekly Rail Recap*).

SEPTA's police emergency number has been changed to 215-580-4131 (Dave Mears).....On May 13 SEPTA will hold a public meeting to discuss the possible extension of the Route 100 Norristown High Speed Line to King of Prussia Mall. Apparently there is new life in this project, which had appeared redundant in view of the proposal to build a branch of the Schuylkill Valley Metro into King of Prussia. The meeting will begin at 7 PM in the Upper Merion Township Building on Valley

Forge Road.....SEPTA will replace some 8,000 feet of Route 36 track on Elmwood Avenue in Southwest Philadelphia this spring, summer and fall. A continuation of SEPTA's multi-year program to renew the track on its subway-surface trolley lines, the work will require some single-tracking in the area.....SEPTA held public hearings April 26-May 2 on Part 2 of its Fiscal Year 2002 annual service plan. Among proposed improvements are hourly Sunday service on the R7 Chestnut Hill East and R8 Fox Chase rail lines, and later evening outbound service from center city on several lines. A number of enhancements to suburban bus service also are proposed..... SEPTA has issued new spring/summer transit maps for center city and the University City area.



AMTRAK

The appointment of longtime Rail and Transit Executive David Gunn as the new president of AMTRAK (see story elsewhere in this issue) should boost its chances for survival. When the story broke on April 26, things were already looking up for Amtrak as Congress was considering two widely-supported bills to keep Amtrak alive—at least for another year. A bill to grant Amtrak's request for a \$1.2-billion Federal appropriation in Fiscal Year 2003 beginning October 1 was introduced in the House by Representatives Don Young of Alaska, chairman of the Transportation & Infrastructure Committee, and Jack Quinn of New York, chairman of the Railroads Subcommittee. In addition, the bill would give Amtrak \$375 million for security and safety improvements. "This should be viewed exactly as what it is: a stop-gap bill that provides Amtrak with the level of funding necessary to continue its current operations, preventing any disruptions of service," said Congressman Quinn. The bill also would require Amtrak to submit a business plan by September 1 and to submit major capital spending plans to the Secretary of Transportation for approval (*Trains*, NARP).

In the Senate, the Commerce Committee approved the National Defense Rail Act, introduced by Chairman Ernest Hollings of South Carolina, which would reauthorize AMTRAK for another five years and provide \$2.66 billion annually for the railroad as well as money for immediate security needs. Citing the improved climate in Congress, former President George Warrington rescinded his threat to eliminate 18 long-distance trains effective October 1, which would happen if Amtrak did not receive the \$1.2 billion he had said was the minimum amount needed for continued operation in FY 2003. Warrington also pointed to a provision in the law allowing such discontinuances on 30 days notice if Amtrak receives an inadequate appropriation, rather than the 180 days contained in its February 1 announcement. NARP had pointed out to Amtrak that the six-month notice would have discouraged travelers from making advance bookings, thus becoming a "self-fulfilling prophecy" (*Trains*, NARP).

At the same time that AMTRAK legislation was heating up in Congress, the Bush Administration backed away from submitting a plan for the future of intercity rail passenger service. Federal Railroad Administration officials canceled their promised April 11 testimony before Congressman Quinn's Railroad Subcommittee. "The (Bush) Administration just wasn't ready to share anything yet," said an FRA spokesman. "We

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basically needed more time to develop a plan." Transportation Secretary Norman Mineta told Quinn that "after many meetings with the highest levels within the Administration, our work is not yet complete." Reports indicate that the release of its position paper is being delayed by a serious rift among the President's advisors as to whether or not parts of Amtrak's operations should be franchised to the private sector. At presstime, no date had been set for FRA's testimonyMeanwhile, the General Accounting office last month released a report criticizing AMTRAK's much-heralded strategy for network growth, charging that its authors were wildly inaccurate in their estimates of revenues and costs for the new services. Amtrak had delivered on only two of 15 planned route expansions, and its forecast of \$66 million a year in new mail and express revenues was much too optimistic.

AMTRAK'S high-speed Acela Express has helped to bring the railroad neck-and-neck with the airline shuttles in passenger boardings between Boston, New York and Washington, according to an April 13 report in the *Inquirer*. Amtrak received a boost from the September 11 terrorist attacks and the subsequent delays experienced at airports, the report said. Acela Express ridership on the Northeast Corridor was about 220,000 in March, with revenues of \$25.5 million. The round-trip fares on Acela Express from Philadelphia are \$151 to Washington and \$133 to New York, especially attractive to business travelers.....AMTRAK will pay IBM \$229 million over seven years to manage its Arrow reservations system and its entire voice and data network, a move which Amtrak says will save it \$85 million over the period (NARP).....AMTRAK has signed a deal with the GetThere online reservations system, which is used by more than 800 large corporations. This should make Amtrak much more visible to business travelers (*Trains*).

AMTRAK will begin this spring to install 37 miles of welded rail on its Philadelphia-Harrisburg mainline, replacing old bolted rail. The work is part of a joint \$140-million project with PennDOT to upgrade the 104-mile line for all-electric service and 90-minute running times between endpoints. A new \$9-million station at Harrisburg International Airport, near Middletown, will be built by the Susquehanna Regional Airport Authority (Trainorders.com).....AMTRAK has opened a new ExpressTrak RoadRailer terminal near "Zoo" tower in West Philadelphia, to relieve congestion in its express business at 30th Street Station.....On the night of March 31, AMTRAK train 197 struck and killed a male trespasser walking along the elevated Northeast Corridor mainline just south of Wilmington passenger station.

part, NS said that net income rose 41 percent, to \$86 million, in spite of a 2.7-percent decline in operating revenues to \$1.5 billion from the first quarter of 2001. Increased operating efficiencies resulted in a reduction in NS's railway operating ratio from 86.7 percent to 84.2 percent (*Trains*).....NS has now fully implemented its systemwide Thoroughbred Operating Plan (TOP) for its merchandise freight network, increasing on-time performance, shortening routes, boosting train speeds and improving car and locomotive utilization. Most customers will see a reduction in transit times of ten to 30 percent, NS said, and some of the improvements have been dramatic. The former CONRAIL area was the last to see installation of TOP.....For the third time since NS reopened the hump earlier this year at the ex-Pennsy Enola yard near Harrisburg, a cut of cars has broken away and rolled through the yard before derailling. The March 29 accident involved 53 cars, while earlier incidents saw 44 and 23 cars break away from the newly-rebuilt hump (Mike Bezilla).....NS Chairman & CEO David Goode has announced a new program of corporate goals for the railroad. Known as "7 and 7," the program aims at increasing annual revenues to \$7 billion (up from \$6.2 billion last year), and lowering the operating ratio to 70 percent, which it has not attained since before the CONRAIL takeover. As noted above, the railroad's current operating ratio is around 84.

CSX, NS, AMTRAK and five Mid-Atlantic states have revealed an ambitious \$6.2-billion plan to increase rail capacity in the congested I-95 corridor between North Jersey and Virginia. The Mid-Atlantic Rail Operations Study suggests that a public-private partnership be established to improve existing rights-of-way over the next 20 years to provide a double-track freight railroad with maximum overhead clearances for container trains. In Pennsylvania alone clearances would be improved at 44 locations along the CSX mainline and a second track would be installed in the Philadelphia area.....In a speech before NRHS directors in Harrisburg on April 13, Norfolk Southern Senior Vice President James McClellan likened the takeover of CONRAIL in 1999, in which CR was split between NS and CSX, to the "undoing of the Penn Central merger." He said that NS will cooperate with passenger train projects such as the Schuylkill Valley Metro, "but not at the expense of freight." He indicated that substantial government investment would be needed. U.S. railroads handle 41 percent of all intercity freight but only 0.3 percent of passengers. He also revealed that NS will reopen the long-idle ex-Pennsy bridge carrying the Shellpot branch over the Christina River in Wilmington, in order to get freight trains off of AMTRAK's passenger line through the city.....CSX is among three major companies targeted in a Federal lawsuit seeking reparations for slave labor used in the construction of certain predecessor lines in the South. The proceeding, filed by an African-American group, is the first in a series of suits aimed at compensating the descendants of former slaves. In its response, CSX said that "Slavery was a tragic chapter in our nation's history. It is a history shared by every American, and its impacts cannot be attributed to any single company or industry" (*Trains*).

CSX and NORFOLK SOUTHERN slipped in this year's Fortune 500 listing of America's largest corporations. CSX dropped from #235 to #238 on \$8.1 billion in revenues, while NS fell from #291 to #293 with \$6.1 billion.....Following the derailment of train Q406 near Baltimore on April 12, which was caused by the buckling of six ex-LONG ISLAND coaches on the headend of the train, CSX issued an order which prohibits the handling of private passenger cars in freight trains. The cars,

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CSX
NS
OTHER ROADS

Both CSX and NS reported improved results for the first quarter of 2002. CSX enjoyed net income of \$25 million on revenues of \$1.96 billion, compared with income of \$20 million on revenues of \$2.03 billion in the year-ago period. The railroad said that while its coal and merchandise business declined, this was offset by selective rates increases and lower fuel prices. For its

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enroute from the defunct Indian Head Railway in Maryland to the NEW HOPE & IVYLAND, should have been placed at the rear of the train but were not (*Trains*).....A 23-year-old man was critically burned on April 14 when he climbed on top of a freight car in CSX train Q409 near Lawndale station in Northeast Philadelphia, coming in contact with SEPTA's 12,000-volt catenary on the R8 Fox Chase Line.....A 28-year-old woman from Holmes, Delaware County, was killed by a southbound CSX freight train on March 24 near the Amosland Road crossing. Police said the woman was sitting on the track when she was struck.

The CONRAIL Shared Assets organization in late March announced a reorganization of its management structure. The North and South Jersey switching operations are now a single entity, Conrail East, and the Detroit district becomes Conrail West. Conrail is jointly owned by parent roads CSX and NS. John Garofolo is superintendent of CR East and Charles Grey of CR West. Timothy C. Tierney is named AVP and chief engineer. Chapter Member Eric Levin has been promoted to superintendent of motive power based at the Mount Laurel, NJ headquarters.....NS will have its exhibit car, containing many interactive displays, at the STRASBURG RAIL ROAD June 7-16 and September 13-22.

Private Railcar Enthusiast Bennett Levin has purchased another car. It is a lightweight ex-Southern Pacific French Quarter lounge car, built by Budd in 1950. Levin intends to strip the fluting off the sides of the car, replacing it with flat stainless steel which will be painted in Pennsy tuscan red. The car will be numbered 1157 and named **Juniata**. It operated with office car 120 on the two excursions April 13-14 out of Harrisburg, hauled by Levin's restored PRR E8's #5711 and 5809, in connection with the meeting of NRHS directors.....NRHS officially has dubbed its July 2003 national convention in Baltimore "Star Spangled Rails".....Electric City Trolley Museum has moved the body of former Philadelphia Rapid Transit semi-convertible trolley #2282 from a storage site at Dushore, PA to its shop in Scranton, for intended restoration.....The Association of American Railroads has established two railfan-oriented websites, to be known as www.welovetrains.org and www.railfanclub.org. Membership in the Railfan Club costs \$20 per year, for which members receive a monthly newsletter, a train discussion board and photo swap, a train simulator and a freight railroad field guide.

PATCO has issued a folder detailing the scope of its ongoing PATCO at Work program. Among the individual projects in the \$100-million program are extension of the west headhouse at Broadway station in Camden, which will serve as a transfer point to the future Southern New Jersey Light Rail Line, improvements at all stations from Ferry Avenue to Lindenwold, restoration of embankments and power cable and pole line replacements. The toll-free phone number for information is 877-567-3772.....Work is proceeding on the Camden-Trenton light rail line, which is due to open for service next year. Construction is quite visible in the Camden waterfront area.....President Bush has signed into law the U.S.A. Patriot Act which among other things authorizes the prosecution in Federal court of anyone accused of violent or terrorist attacks against mass transportation systems or its employees (NJ TRANSIT).

On April 10 New Jersey's new transportation commissioner, James Fox, officially unveiled the first of NJ TRANSIT's 29 new ALP-46 electric locomotives, and the first Comet V locomotive-hauled railcars. The ceremony took place at NJT's Meadows Maintenance Complex in Kearny. In March, Governor McGreevey named Fox as transportation commissioner and chairman of NJT.....Former AMTRAK President George Warrington takes over as executive director of NJT this month (see April *Cinders*), at a salary of \$275,000 a year. This is an \$82,000 increase over that of his predecessor, Jeffrey Warsh.....NJT put higher fares into effect on April 1, the first increase in ten years. The average increase is about ten percent. A one-way rail ticket between Philadelphia and Atlantic City rose from \$6 to \$6.60, and the fare between Trenton and New York went from \$8.60 to \$9.45 (still much cheaper than AMTRAK). Member Rodger Fredrick points out that the off-peak fare for senior citizens between Philadelphia and Atlantic City actually *dropped* from \$5.35 to \$3 each way.

Longtime Chapter Member Tom Moran, who in real life has been a beloved radio personality in the Philadelphia area for more than 40 years, announced his retirement last month. The 67-year-old Moran says that he will hang it up at the end of his afternoon show May 3 on WPEN-AM 950, presumably to spend more time as a conductor on the CAPE MAY SEASHORE LINESRichard E. Pinkham, a retired railroad executive who enjoyed an unusually varied career, died last month in Paoli at the age of 79. Pinkham spent much of his career with the Pennsylvania Railroad, but also served in management positions at the Panama Railroad, SEPTA and AMTRAK. In 1967 he was appointed the first general manager of PATCO during its period of construction.....Former CONRAIL General Manager Gary M. Spiegel is now executive VP and CEO of RailAmerica, based in Boca Raton, Fla. RailAmerica is the world's largest operator of shortline railroads, with over 50 companies and 13,200 route miles in North America (*Traffic World*).

J. G. Brill Print Collection Finds New Home at Arden

A collection of some 4,515 original photographs from the J. G. Brill collection has been transferred on long-term deposit to the Pennsylvania Trolley Museum at Arden, PA. The collection consists mainly of builder's images of Brill subsidiary companies, such as Kuhlman, Danville, Wason and Canadian Brill.

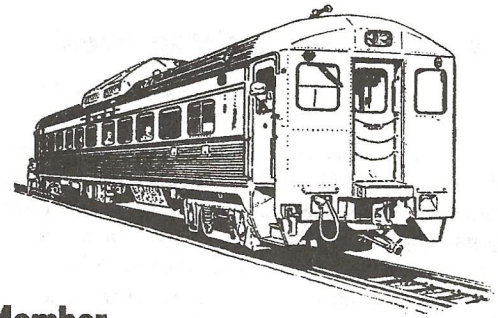
According to Kurt Bell, Archivist at the Railroad Museum of Pennsylvania, the collection was acquired from the New York Chapter, NRHS about 1992, and it is believed it was culled and deaccessioned from Historical Society of Pennsylvania holdings in the 1940's. The collection does not include any Brill holdings from the Historical Society of Pennsylvania.

Railroad Museum of Pennsylvania volunteers reinventoried and rehoused the collection in acid-free envelopes between 1998 and 2000. Because the Railroad Museum's primary mission is to tell the story of railroading in Pennsylvania, it was felt to be in the best interest of all parties that this print collection go to an institution devoted to preserving traction history in Pennsylvania.

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Budd RDC Quiz

By Roy L. Hudson



Member Name: _____

We have another interesting Quiz this month, compiled by a Chapter member who wishes to use his pen name (*and, NO, the Editor did not prepare this Quiz, in spite of his fascination for the Budd car!*). There may appear to be more than one correct answer, but you must use each railroad name ONLY ONCE! There are no score or age penalties with this Quiz, and it should be submitted to: Budd RDC Quiz, Philadelphia Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302, not later than May 17, 2002. Winners will be announced in the June issue.

- | | |
|---|---|
| _____ 1. Our second-hand RDC was referred to as the "Honker" | A. Minneapolis & St. Louis |
| _____ 2. This road's fleet were called "Shoreliners" | B. Chicago & Eastern Illinois |
| _____ 3. We operated the Blackhawk | C. Lehigh Valley |
| _____ 4. Only one of three Budds, #9933 stopped at Oak Park | D. Northwestern Pacific |
| _____ 5. We bought some of our RDC's for \$1.00 each | E. Reading Company |
| _____ 6. The SPV-2000 ran on..... | F. Canadian Pacific |
| _____ 7. There were only two in the "Evangeline" fleet | G. Pennsylvania Railroad |
| _____ 8. Our only car, #10, stopped at Martinez | H. Long Island Rail Road |
| _____ 9. We pulled an aluminum boxcar behind our Budds | I. Rock Island |
| _____ 10. Our "Daylight Speedliners" might be the most famous | J. Boston & Maine |
| _____ 11. All Budds on this commuter line were second-hand | K. Duluth, Missabe & Iron Range |
| _____ 12. RDC ran in commuter test service only | L. Western Pacific |
| _____ 13. We ran the Wall Street | M. Canadian National |
| _____ 14. Our restored car runs near Penn State University | N. Alaska Railroad |
| _____ 15. This transcontinental ran "Dayliners" | O. New York Central |
| _____ 16. Rebuilt car #2003 stops at Fort Worth | P. British Columbia Railway |
| _____ 17. We operated the Meadowlark | Q. Oregon, Pacific & Eastern |
| _____ 18. RDC #1 served Ely | R. New Haven Railroad |
| _____ 19. Our M-497 was the "Fastest in the World" | S. Metro North Commuter Railroad |
| _____ 20. The last passenger train of this road was run by #40 | T. Dominion Atlantic |
| _____ 21. "Big Red" never owned one | U. New Jersey Transit |
| _____ 22. Train #3 was known as the Redwood | V. Baltimore & Ohio |
| _____ 23. Our two cars were called "Zephyrettes" | W. Amtrak |
| _____ 24. Designated as an RDC-2A, #711 ran to Seward | X. Southern Pacific |
| _____ 25. Our only car made a connection at Denison | Y. Chicago & North Western |
| _____ 26. The "Choctaw Rockettes" did not have a Christmas show | Z. Great Northern |
| _____ 27. Our 12 Budds had no names, but "Surfliner" would do | AA. Trinity Railway Express |
| _____ 28. The "Dayliner-Autorail" ran to Sherbrook | BB. New York, Susquehanna & Western |
| _____ 29. We sold our four Budds to the Jersey Central | CC. Santa Fe |
| _____ 30. The "Caribou Dayliners" may be on borrowed time | DD. Quebec Central |
| _____ 31. We had the worst wreck involving Budd RDC's | EE. Pennsylvania-Reading Seashore Lines |
| _____ 32. Our only car, an RDC-3, operated in Montana | FF. Missouri-Kansas-Texas |
| _____ 33. This government-owned line called them "RailLiners" | GG. MARC (Maryland) |
| _____ 34. Our huge fleet were called "Highliners" | HH. Bellefonte Historical Railroad |
| _____ 35. "The Scoot" ran to Mineola. | II. Baltimore & Annapolis |

Score:

Amtrak Names Gunn President & CEO

(Continued from Page 1)

His most recent employment was from 1995 through 1999 as Chief General Manager of the Toronto Transit Commission. Canada's largest transit system serves 1.3 million daily passengers with 10,000 employees and a fleet of 1,500 buses, 650 heavy rail cars and 250 streetcars. While at TTC Gunn was able to improve the system's cost recovery ratio from 66% to over 80% and implemented a Good Capital Repair Program.

He retired to his family farm in Nova Scotia from TTC, until his recruitment for the leadership of Amtrak. Amtrak Board Chairman Smith recognized the executive search firm of Krauthamer & Associates for their role in seeking and selecting Gunn as Amtrak's next President and CEO.

Until Gunn takes over on May 15, E. S. "Stan" Bagley, Jr., currently Executive Vice President of Operations, will serve as Acting President until Gunn assumes his new responsibilities. Bagley assumes these duties on April 27.

Gunn graduated from Harvard College in 1959 and received an MBA from the Harvard Graduate School of Business in 1964. He served in the U. S. Naval Reserve from 1959 to 1962.

"I have always been a proponent of a strong national passenger rail network," said Gunn. "While we face substantial financial and physical challenges, I'm convinced that by securing

adequate operational and capital funding, we will be able to rebuild our plant and equipment in an effective and efficient manner, and continue to provide a high-quality service to the traveling public. I'm looking forward to joining Amtrak."

With a deteriorating physical plant, reduced maintenance on rolling stock, and dozens of wreck-damaged Superliners and other equipment languishing for long periods of time awaiting repairs, Gunn will have his hands full as he uses his talents to get Amtrak back on track again.

J. G. Brill Print Collection Finds New Home

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The Pennsylvania Trolley Museum plans to have the collection available for photo reproductions after June 30, 2002, and expects to eventually have a special web page for the J. G. Brill collection on the Museum's website.

Inquires relative to the J. G. Brill print collection should be directed to: J. G. Brill Collection, Pennsylvania Trolley Museum Archives, One Museum Road, Washington, PA 15301-6133.

Help Wanted: Assistance needed manning Chapter table at Greenberg Show, New Jersey Expo Center, Pennsauken, July 27-28, 2002. If available, call President David Kopena at 215-671-0605.

NATIONAL RAILWAY HISTORICAL SOCIETY
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