

CINDERS

NOVEMBER 2002



IN THIS ISSUE

Philadelphia Chapter News.....	1, 2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
Extra List.....	7
1947 Army-Navy Game, by Henry Dickinson, Jr.....	8

Volume 63 Newsletter of the Number 10
PHILADELPHIA CHAPTER
 National Railway Historical Society
 Post Office Box 7302
 Philadelphia, PA 19101

MEETING NOTICE:

FRIDAY EVENING, NOVEMBER 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, 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 November 15, 2002 meeting will feature the second annual **Rail Slide Auction**. This activity, first tried last year, was quite successful. If you have extra slides you've taken over the years you'd like to share with someone, at the same time generating some extra cash to purchase film, gather a selection of slides together. Our younger members will enjoy the opportunity to purchase a slide of a train, locomotive or streetcar that they may have never seen in person.

This auction operates differently from our Railroadiana Auction. In this sale, members selling slides get to keep all of the money from their sale. We only ask that, as a minimum, you contribute one slide for the benefit of the Chapter for every ten (10) slides offered for sale. Complete rules for the Slide Auction are in the column to the right.

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, NOVEMBER 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!**

Please note that we all meetings in the 2002-2003 year are scheduled in the Faculty Club, on the second floor of the Alumni Hall. Looking forward on our calendar, our December 13 meeting is one you won't want to miss. Noted Rail Photographer and Author David Sweetland will provide a program entitled **History and Development of the PRR GG1 Locomotive**. Our January 17, 2003 meeting will be our Annual Railroadiana Auction.

PHILADELPHIA CHAPTER, NRHS 2002 RAIL SLIDE AUCTION RULES

1. Minimum bid price on any one slide is \$1.00. Increments in bidding will be in multiples of \$1.00 (i.e., \$1.00, \$2.00, \$3.00).
2. Each seller will be limited to a **MAXIMUM** of 20 slides in the first rotation of the Auction. Additional slides will be permitted up to a maximum of 36 slides, **time permitting**. For each ten slides offered for auction, seller **must** contribute a **minimum of one slide** to be sold for the benefit of the Chapter.
3. No junk slides will be permitted in the auction. The auctioneer reserves the right to reject any slide offered for sale which is of poor quality.
4. Payment is expected to be made as each slide is sold, unless other arrangements are made on the evening of the auction.

Bidders are asked to pay attention during the bidding process. You must maintain a quick, spirited attitude during bidding!

2003 Dues Bills Mailed

At about the same time as members receive this issue of **Cinders**, they also should be on the lookout for their 2003 dues bills, according to Chapter Secretary Marie Eastwood. Chapter and National dues remain the same for the year 2003, at \$20 National and \$15 Chapter, or a total of \$35. Dues for those holding a Chapter-only membership also remains at \$16. Members in the latter category are reminded that NRHS membership in another chapter is mandatory to hold Chapter-only membership.

President Dave Kopena has, as in past years, asked members to consider making a financial donation to our Chapter above the normal dues level. While the Chapter's FP7 #903 (and Lancaster's 902) were not operated on any mainline excursions this year, work is ongoing to replace the original wiring in the 1950-vintage units, as well as to upgrade the braking system. It is hoped that the units will be selected to make an appearance at the **Fair of the Iron Horse 175** in Baltimore, MD next June and July.

Members may wish to support the National organization as well. NRHS projects such as the Grants Program and RailCamp are partially funded through member donations, allowing the Society to expand the scope of its work in these areas.

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

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

CHAPTER OFFICERS

President.....David Kopena (215) 671-0605
Senior Vice President.....William Thomas III (215) 545-3198
Vice President & Treasurer.....Richard Copeland (215) 343-2765
Secretary.....Marie K. Eastwood (215) 947-5769
National Director.....Frank G. Tatnall, Jr. (610) 688-5623
Historian.....Larry A. DeYoung (610) 293-9098
Editor.....R. L. Eastwood, Jr. (215) 947-5769

COMMITTEE CHAIRS

Equipment.....Robert F. Morris (610) 543-8010
Membership.....Sheila A. Dorr (610) 642-2830
Program.....William Thomas III (215) 545-3198
Publicity.....William C. Faltermayer (215) 591-9018
Sales.....Dave Kopena (215) 671-0605
Trip.....R. L. Eastwood, Jr. (215) 947-5769
Webmaster.....John P. Almeida (215) 361-3953

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. If your *Cinders* is received damaged or incomplete, contact the Editor at the address shown below for replacement.

EXCHANGE COPIES should be sent to: R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

Answers to the PRR Quiz, which appeared in our September issue, will be found on Page 7.

HIS and HERS Quiz Answers/Responses

The HIS and HERS Quiz in the October issue of *Cinders* drew a number of responses, plus some commentary on possible additional correct answers.

There were a total of 25 correct answers, as follows: 1-C; 2-AA; 3-L; 4-O; 5-V; 6-F; 7-T; 8-DD; 9-CC; 10-J; 11-G; 12-W; 13-B; 14-Y; 15-Z; 16-H; 17-D; 18-I; 19-R; 20-N; 21-S; 22-X; 23-Q; 24-P and 25-M.

The challenge came on Question #1, "The Pennsylvania Railroad had only one train named for a specific man. He was....." The correct answer was C- T. Edison. That was the only applicable answer. But, we are reminded by Member Henry Adamcik that the *Jeffersonian* would be a potential answer, and your Editor remembers riding on the *William Penn*, which he believes was a Pittsburgh-Boston train, PRR/NYNH&H. Really stretching the truth a bit, the *General* is believed to have been named for famed PRR executive W. W. Atterbury.

Members Henry Adamcik, Lynn Burshtin and Frank Tatnall had perfect 25 scores. Other entries were submitted by Rich Copeland, Everett Edwards, Dave Engman, Stewart Gilbert, Sam James, Frank Kozempel and Don Morrison, with scores ranging from a low of 18 at a high of 24.

We thank each member for participating, and we will be bringing you further quizzes in future issues. We welcome everyone's participation in this activity.

**Philadelphia Chapter, NRHS
ANNUAL RAILROADIANA AUCTION
Friday, January 17, 2003
7:30 PM
Jefferson Alumni Hall Faculty Club
1020 Locust St., Philadelphia, PA**

DVARP Holiday Excursion to Reading Set for December 7

Repeating its popular excursion of five years ago, the Delaware Valley Association of Rail Passengers will sponsor a "Holiday Shopping Special" on Saturday, December 7, from 30th Street Station, Philadelphia, to the Vanity Fair Factory Outlet in West Reading, PA.

The diesel-powered Amtrak train will leave 30th Street at 9 AM, backing out of the station to "Phil" interlocking, then proceeding west over the High Line onto Norfolk Southern's ex-Reading Harrisburg Line. Passenger stops will be made at Royersford (10 AM) and Pottstown (10:15), but this year there will be no stop at Norristown. Arrival at the VF Outlet will be at about 10:50 AM, allowing passengers nearly five hours for holiday shopping and lunch at this famed outlet center. The special will leave VF at 3:45 PM, returning to Pottstown at 4:20, Royersford at 4:35 and 30th Street at 5:35. Comfortable restroom-equipped Amtrak coaches will provide the equipment.

Round-trip fares from Philadelphia are an attractive \$28 for adults and \$17 for children under 16, and from Royersford and Pottstown \$19 and \$12 respectively. Children under five sharing a seat will ride free. Tickets should be ordered from: DVARP, 1601 Walnut Street, Suite 1129, Philadelphia, PA 19102, making checks payable to "DVARP" and enclosing a stamped, self-addressed envelope. For information, telephone DVARP at 215-RAILWAY or e-mail to mail@dvarp.org.

DVARP is running this trip partly to demonstrate the need for commuter rail service between Philadelphia and Reading in the near future, rather than waiting for SEPTA's ambitious Schuylkill Valley Metro project seven or eight years down the road. It will also provide a scenic ride on a freight-only route as well as offering a spectacular view of center city Philadelphia from the lofty High Line, usually enjoyed only by CSX and NS crews.

**STAR SPANGLED RAILS 2003
Joint NRHS-R&LHS Convention
Baltimore, Maryland - July 1-6, 2003**

PHILADELPHIA



FRANK G. TATNALL, JR.



SEPTA REGIONAL RAIL

On November 2 SEPTA will begin its project to replace the catenary wire and supports on all four Mainline tracks between Suburban Station and just west of 30th Street Station. With its own "Rail Power Project" logo (see above), the construction will extend over at least 22 weekends between this month and June 2003. (Work will be suspended during the Thanksgiving-to-New Year's holiday period, and for two weekends in early March.) As reported here last month, shuttle bus service will be provided on Saturdays and Sundays between Market East, Suburban Station and 30th Street, and the R1 Airport Line will be bused between center city and the Airport. Pennsy-side trains will terminate at 30th Street and Reading-side trains at Suburban Station. SEPTA has issued special weekend timetables for each line detailing the truncated rail services or, in the case of the R1 Airport line, all-bus service.

SEPTA launched its annual fall leaf campaign on October 10, dispatching two work trains which deposit a special gel compound to improve traction on slippery railheads. Ex-LONG ISLAND non-powered units FA #615 and F7 #622 are used in the nocturnal operation, the former paired with RL1 #60 out of Wayne Junction and the latter with SW1200 #50 out of Frazer shop.....SEPTA Regional Rail riders suffered through another tough morning on Wednesday, October 2, when an auxiliary wire fell across the Mainline tracks at 7:30 AM near the old Logan station in North Philadelphia. One-hour-plus delays ensued for many trains, as single tracking was required in the area. Wire train crews worked to restore normal service, which finally was accomplished at 2:30 PM.....SEPTA is planning to convert ex-NJ TRANSIT Jersey Arrows #1236 and 1237 to cab control cars for its work trains. The retired MU's were purchased from NJT last fall.

SEPTA has distributed two attractive brochures entitled "Rebirth of a Station," detailing the three-year, \$42-million project to rebuild and revitalize the seedy Suburban Station concourse. As reported in the August issue of *Cinders*, the work will include air conditioning of the entire concourse area, constructing a new headhouse on 16th Street, installing elevators, building a new passageway to 18th Street and doubling the number of retail stores.....SEPTA reissued all of its Regional Rail timetables effective with the change of time on October 27SEPTA is advertising for a new lease on the Jenkintown station building.

SEPTA plans to apply to the Federal Transit Administration for "New Starts" funding to begin detailed engineering and environmental studies on the proposed Cross County Metro. The 60-mile route would follow NORFOLK SOUTHERN's Morrisville Line and Dale secondary track (the former PRR Trenton Cut-off) between Morrisville and Glen Loch in Chester County, with a detour through Norristown and King of Prussia and a possible extension to Thorndale. In the past couple of years this \$800-million project has played second fiddle to the even more controversial Schuylkill Valley Metro between Philadelphia and Reading, but seemingly it is not dead. On October 24 the SEPTA board approved the designation of the MetroRail commuter rail mode as the "locally preferred alternative" for this service, a necessary step in the funding process. A spokesman for the Brotherhood of Locomotive Engineers, however, urged the board to drop Cross County because of projected low ridership and high costs. Instead, he said SEPTA should proceed with a more cost-effective project, the now-dormant proposal to operate commuter rail service between Quakertown and Norristown. Some of the money saved by scrapping Cross County, he suggested, should go toward buying 15 additional Silverliner V MU cars, which would allow installation of modular seating with more space for passenger comfort.

Last month, both the *Main Line Times* and *Main Line Life* ran stories about commuters who risk their lives crossing the tracks at the R5 Malvern station. Pictured were people walking around the newly-installed intertrack fence or climbing over it, rather than using the Warren Avenue underpass. SEPTA is aware of the problem, and as reported in this column last month plans to construct a new pedestrian tunnel in 2003.....The intertrack fence at the R5 Glenside station has been extended in an effort to discourage trespassers. An elderly man was killed earlier this year while crossing the tracks at Glenside station.....A temporary crosswalk was in use at the R5 Oreland station last month while the overhead pedestrian bridge was being repaired The historic Stafford station on the R5 Paoli-Thorndale line was formally rededicated on October 20, after completion of the \$4.3-million restoration project.....A colorful mural depicting the old Pennsylvania Railroad Athensville station in Ardmore now graces the Ardmore West Shopping Center.

The massive concrete-arch bridge which once carried the PRR's Schuylkill branch over the Schuylkill River at Manayunk is looking a lot better these days. Not long ago steel netting had to be installed over the streets of Manayunk, and over the Schuylkill Expressway on the west side of the river, to prevent large chunks of concrete from falling onto the roadways. But an ambitious rebuilding effort has restored the three arches in Manayunk and the two arches over the Expressway area to their original appearance, leaving only the four arches above the river in somewhat deteriorated condition. Completed in 1917, the span is now part of SEPTA's out-of-service line to Ivy Ridge station,

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)

which saw its last trains more than 15 years ago. The catenary has been removed on the bridge, although the steel towers still carry high-voltage lines feeding AMTRAK's Corridor operations Welded rail installation continues on the R8 Fox Chase Line, with midday bus service substituting for trains between Fox Chase station and Fern Rock Transportation Center.



SEPTA TRANSIT

SEPTA last month debuted the first of 12 "hybrid" diesel-electric buses, to be numbered in the 5600 series. Built by New Flyer, the 40-foot buses employ a parallel powertrain system using both a traditional diesel engine and a heavy-duty electric battery. The battery is recharged by the application of brakes, thus conserving energy and reducing emissions. (This sounds like the electric locomotives which fed power back into the line through regenerative braking.) The hybrids, which appear almost the same as conventional buses except for a large housing on the roof, are said to consume up to 50 percent less diesel fuel than other 40-foot buses, and they are quieter. Two pilot buses will be put through a series of mechanical and operational tests over the next several months, including regular service, before the final ten units are delivered. Similar vehicles are already in use in New York, Portland, OR and other cities.....SEPTA plans to acquire 15 "over-the-road" buses for use on Philadelphia-King of Prussia Routes 124 and 125. The heavier coaches are similar to those now used on many of NJ TRANSIT's longer routes.

On Sunday, October 6, SEPTA and the Philadelphia Police and Fire Departments staged a mock nerve-gas attack in the Chinatown subway station (see August *Cinders*). Designed to test the effectiveness of the City's emergency response system, this periodic exercise assumed greater importance following last year's terrorist attacks at the World Trade Center and the PentagonA Federal appeals court last month upheld SEPTA's running test for police applicants, turning back a legal challenge that the standard is unfair to women. At issue was SEPTA's longstanding aerobic test which requires an applicant to run 1.5 miles in no more than 12 minutes.....Over a period of several weeks, SEPTA is publishing its "How to Ride Guides" in successive issues of the free *Metro* newspaper. The guides are aimed at showing Philadelphia residents how to reach suburban employment centers via public transportation. This reverse-commuter information is also available in a series of brochures.

The projected cost of rebuilding the Market Street elevated has increased to \$567 million, due mainly to higher-than-anticipated construction bids and the escalating price of steel. SEPTA reports that work on the first contract, for new automatic train control buildings at 52nd and 63rd Streets, is virtually complete. Contracts have been let for the next phase, which encompasses rebuilding of the Millbourne and 63rd Street stations, foundation work and utility line relocation. Bid solicitations for guideway work were to be ready by the end of last month. The

entire project, including construction of a new 11,000-foot-long single-bent elevated structure west of 46th Street, should be substantially completed by the end of 2007. For the most part, work will be done only on weekends, but with five nine-day outages planned during the summers of 2005, 2006 and 2007.

SEPTA reported revenues for the first three months of Fiscal Year 2003 (July-September) of \$101 million, 0.5 percent ahead of budget. Operating expenses of \$203.7 million were 0.1 percent under budget. The surplus after subsidies for the period was \$436,000.....SEPTA has renewed its agreement with the City to continue operating the Phlash tourist bus service for an additional four-year period.....Once again this holiday season, SEPTA will host the "Magical Holiday Railway" on the concourse level of its 1234 Market Street building. Designed by Paul Busse, the large model railway layout is borrowed from the Morris Arboretum.....SEPTA now expects the Route 15 Girard Avenue Light Rail Line to begin service in 2004. Infrastructure work, including track and wire replacement, is nearly complete, and a new modular substation has been installed in the Callowhill depot. Presumably, this unit can be moved if and when the ancient Callowhill facility is replaced with a new maintenance shop (see October *Cinders*). Work continues at Brookville, PA on rebuilding 18 PCC cars for the Girard Avenue line.



AMTRAK

AMTRAK is staying alive on a level of funding below what President David L. Gunn says is needed for the new fiscal year. Congress has failed to pass spending bills for FY 2003, which began October 1, instead relying on so-called continuing resolutions to keep the government running. While the House Appropriations Committee on October 1 voted to give Amtrak \$762 million for FY 2003, this is far less than the \$1.2 billion which Gunn says is needed for full system operations. (The higher amount has been approved by the Senate Appropriations Committee, so the differing versions must be reconciled in a House-Senate conference committee.) Amtrak's budget for FY 2003 totals \$3.4 billion, with \$2.2 billion coming from revenues and the balance from the hoped-for Federal appropriation. Also included in the House measure is a cap of \$150 million on support for long-distance trains, as well as a mandate to report the "loss per passenger" for every route and to submit an operating and capital spending plan (NARP, *Trains*).

Fortunately for AMTRAK, the continuing resolutions through October were funding the railroad at a prorated annual level of \$1.04 billion. This was computed from last year's \$521 million appropriation plus the emergency appropriation of \$205 million approved last summer and \$312 million of FY 2001 funding actually received by Amtrak in 2002. In a memo to employees, President Gunn said that this funding is "good enough, along with about \$160 million in our cash, to keep us going for a fair while." In a speech last month, Gunn endorsed the establishment of a dedicated passenger trust fund similar to the existing funds supporting highways, aviation and waterways, a concept long bandied about by rail advocates. He asserted that Amtrak is stabilized for now, although "stability at Amtrak would be chaos anywhere else" (NARP, *Trains*).

(Continued on Page 5)

PHILADELPHIA EXPRESS (Continued from Page 4)

In a report submitted last month, the U.S. General Accounting Office found that if AMTRAK had been liquidated on December 31, 2001, a potential \$44 billion in claims and ownership interests would exist on its estate. Obviously, most claimants would go begging. The largest indebtedness would be to the Federal government but there are numerous other creditors. The debt currently includes just \$3.8 billion secured by equipment and property (such as the mortgage on a part of Penn Station, New York). Liquidation also would adversely affect the railroad retirement and unemployment compensation system if Amtrak employees were unable to find comparable jobs on other railroads (NARP).....AMTRAK cancelled its heavily-promoted Satisfaction Guarantee program effective November 1. The program promised to compensate passengers for unsatisfactory service, usually with a voucher good for an equivalent free ride. But passenger satisfaction proved to be extremely costly, with some 100,000 vouchers issued worth \$8.2 million—far more than expected when the program was introduced in July 2000. Remember those large banners touting the guarantee which hung in 30th Street Station? (*Trains*).

AMTRAK's ridership declined slightly in Fiscal Year 2002 ended September 30, from 23.5 million passengers in the previous year to 23.4 million. "Frankly, that's pretty good," said President David Gunn, considering the flat economy, the hard-hit travel sector and the Acela Express yaw damper problems in August (see October *Cinders*). Gunn reiterated his intention to divert funding into the repair of many wreck-damaged passenger cars at Beech Grove (IN) shop, in order to boost future ridership and revenues (*Trains*)The Amtrak board last month approved Gunn's plan to phase out the money-losing express business by the end of next year—except for U.S. Mail traffic. Amtrak suffered a \$7-million loss on express and freight in FY 2002, not to mention the train delays often attributed to picking up and setting off the express cars (NARP).....AMTRAK reissued its Northeast Corridor public timetables effective October 28.....The 1929-vintage ex-Pennsy passenger station in Lancaster, PA will undergo a \$7-million modernization over the next three years. Reports indicate the project will be funded by the State and Federal governments, rather than by AMTRAK.

Bombardier reportedly has developed a permanent repair for the cracked yaw damper brackets on the Acela Express power cars. The defect forced AMTRAK to sideline its 18 Acela sets last August, causing widespread service disruptions on the Northeast Corridor and the loss of an estimated 76,000 passengers. The fix was due to be field-tested last month (NARP).....Bombardier formally unveiled the prototype of its turbine-powered "JetTrain" passenger locomotive on October 15, at a ceremony in Washington Union Station. The streamlined locomotive, which can attain a speed of more than 150 mph, closely resembles the Acela Express power cars. Developed in a \$26-million joint project with the Federal Railroad Administration, the 100-ton locomotive is designed to haul high-speed trains in non-electrified corridors. To be marketed as a package with passenger cars, the JetTrain is expected to be attractive to states interested in promoting such corridors. But AMTRAK's tight financial situation precludes any immediate interest on its part (*Trains*).

The FBI on October 24 warned of possible al-Qaeda terrorist attacks against railroads in the U.S., especially passenger trains. AMTRAK President David Gunn said that he had been notified of the threats, and that Amtrak would tighten its security measures accordingly. The Association of American Railroads was working with the Transportation Security Administration and Federal Railroad Administration in an effort to beef up security on the freight railroads as well. The warnings were the result of information obtained from al-Qaeda prisoners, which indicated "that the group has considered directly targeting U.S. passenger trains, possibly using operatives who have a Western appearance," the FBI statement said.....Metroliner #106, running at 100 mph, struck and killed a trespasser bent on suicide near Ridley Park station on October 23.....AMTRAK planned to operate a "Tropicana Express" excursion from Boston to Atlantic City and return October 27-29 (National Corridors Initiative).



CSX,
NS
OTHER ROADS

A new NORFOLK SOUTHERN bridge attracted considerable press attention last month. The *Inquirer* carried two major articles on the progress of the massive highway construction project in the King of Prussia area, affecting Routes I-76, 202 and 422. Included was a photo of the 484-foot-long through-truss bridge which will carry NS's ex-Pennsy, ex-CONRAIL Dale secondary track over the Schuylkill Expressway (see April *Cinders*). The 1,500-ton, two-span prefabricated bridge was installed over the weekend of October 5-6, causing an traffic nightmare on the always-busy Expressway. The \$8.1-million structure was paid for by PennDOT but will be owned by NS, because the former Reading and Pennsy bridges dating from 1951 had to be removed in order to build the new interchange between I-76, 202 and 422.

At present, the only trains using the new bridge will be the daily local freight running between Abrams yard near Norristown and the Bethlehem Lukens steel plant at Coatesville. In the early years of the project, CONRAIL restored track to the paralleling ex-Reading Chester Valley branch which had its own bridge over the Expressway. This allowed the PRR Trenton Cut-Off bridge to be removed. Also involved is nearby South Gulph Road, where PennDOT has installed a \$2.6-million, 127-foot-long steel bridge to replace the adjacent ex-Reading bridge. Sometime this month, NS will shift its single track onto both new spans. Actually, there is space for a second track in the event that traffic on NS increases or SEPTA's plan to build its paralleling Cross County Metro line through the Chester Valley actually materializes.

NS reopened its Enola freight yard near Harrisburg on October 6, more than three weeks after it was shut down because of complaints from the United Transportation Union. Enola was downgraded by CONRAIL several years ago, but NS spent \$2 million in 2001 to rebuild the strategically-located yard. After several cuts of cars got loose and ran away through the yard, the union filed a grievance claiming the accidents were the result of unsafe conditions. Now NS has modified its operating procedures

(Continued on Page 6)

PHILADELPHIA EXPRESS (Continued from Page 5)

at Enola to reduce the potential for runaways, and restored several trains which had been diverted to other yards (*Trains*).....Former CONRAIL Senior Vice President Charles N. Marshall, now president and chief operating officer of shortline holding company GENESEE & WYOMING, has been appointed by the Surface Transportation Board to its 15-member Railroad-Shipper Transportation Advisory Council (*Traffic World*).....The Brotherhood of Locomotive Engineers has opened talks with the Teamsters Union to consider a possible merger or affiliation (*Trains*).

DVARP President and Philadelphia Chapter Member Donald Nigro was featured in the *Inquirer* Sunday magazine on October 13. Entitled "Travelin' Men," the article profiled Don and two others who devote much of their lives to passenger transportation, in Don's case as a hard-working, knowledgeable activist on all SEPTA matters. With DVARP behind him, he has urged SEPTA to speed up Regional Rail service, reduce the cost of the Schuylkill Valley Metro and widen the seats in the new Silverliner V cars. Over the years, he has earned the respect of many in the industry and the media, although sometimes drawing the enmity of transit officials for his well-researched critiques. In the article, Don is pictured in a full-page photo, sitting in Suburban Station as a SEPTA train departs.....Football Analyst John Madden was the subject of a long article in the October 18 issue of the *New York Times*. Actually, the article was as much about the \$700,000 "Madden Cruiser IV" luxury bus in which Fearful Flyer Madden travels more than 80,000 miles each National Football League season. For a time after he started his broadcasting career in 1979, Madden traveled by train but later decided a specially-equipped bus was more suitable to his needs. The gaudily-painted vehicle has been in Philadelphia twice this season for Eagles games on ABC's "Monday Night Football."

"Radnor trail on fast track," read the headline in the October 10 issue of *Main Line Life*. The long-awaited P&W multi-use trail in Radnor Township, on the drawing board since 1994, has finally cleared all legal and bureaucratic hurdles, and construction should begin next spring. The 2.2-mile trail running between Radnor Chester and Sugartown Roads will follow the old Philadelphia & Western Strafford branch, abandoned in 1956. Three bridges already have been repaired and repainted..... Brent D. Glass, who served for 15 years as executive director of the Pennsylvania Historical & Museum Commission, has been named the new director of the National Museum of American History at the Smithsonian Institution in Washington..... The MBNA America bank has been sending out a credit card promotion topped with a color photo of STRASBURG 4-4-0 #1223 and its train.....The restoration of ex-Pennsy K4 #1361 has suffered a setback because of certain unapproved work performed on its boiler at the Steamtown shop in Scranton. Now, steamup can't be expected before 2004 at the earliest.....Colorado Railcar displayed and test-ran its new diesel MU passenger car last month on the NEW YORK, SUSQUEHANNA & WESTERN in Bergen County, NJ (*Railpace*).

NRHS-owned FP7 diesels #902 and 903 once again journeyed to Wilmington, DE for the annual Delaware Transportation Festival on Saturday, September 28. Project Leader Bob Morris and his crew were on hand at the AMTRAK station to show off the shiny ex-Reading units to the crowds of visitors. The units deadheaded from Pocopson to Wilmington in a

BRANDYWINE VALLEY freight train the day before, and returned in another BVRV train on the following Monday.....MIDDLETOWN & HUMMELSTOWN is working to restore to service its long-idle ex-CANADIAN NATIONAL Mogul #91. A hydrostatic test was conducted on the boiler in September (Harrisburg Chapter).....The Red Caboose Motel near Strasburg finally reopened in September, after being closed by State inspectors several months ago for drinking water problems and improper sewage disposal (see August *Cinders*).....The Pennsylvania Cable Network will broadcast a railroad lover's marathon during the Christmas season, when nine shows on tourist railroads will be aired on the same day. Check your cable listings (Harrisburg Chapter).

Reading Dining Car to be Sold

Former Reading Railroad grille-coach 2060, which operated on the **Schuylkill** following its modernization in 1948, will be sold at an absolute auction on Saturday, November 23, 2002, at 10:00 AM.

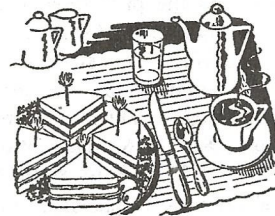
The car was originally built by Bethlehem Shipbuilding in May, 1922 as Class PBM coach 1337, with a seating capacity of 78 passengers. The car was converted to Class DCLA grill-coach 2060 in 1948 for service on the modernized **Schuylkill**, which began operating on November 14 of that year, making two round-trips between Philadelphia and Pottsville.

The car was retired in October, 1966, when Reading removed most all of its locomotive-hauled passenger equipment from active service following completion of the electrification of Fox Chase and the subsequent reassignment of the Budd RDC's used in that service to trains to Bethlehem, Jersey City and Pottsville.

It was sold in 1970 to Contractor Harvey B. Moyer of Orwigsburg, PA, who moved the car to Fountain, PA where it had been operating as Felty's Restaurant. Fountain is located on PA Route 25, three miles west of the Hegins exit (#112) on I-81 in Schuylkill County. The car's interior still possessed the original counter, tables and galley area from when it was in service on the Reading. A large addition beside the former 2060 serves as the kitchen, storage and furnace area. The restaurant has been closed for a number of months.

Anyone seriously interested in acquiring the car (which no longer has trucks under it) should contact the auctioneer, Mike Deibert, of Klingerstown, PA, by calling 570-425-2256.

For Your Dining Pleasure



Serving Meals, Snacks or Refreshments

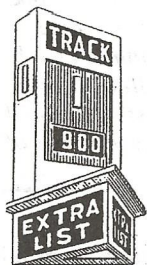
Dining Car Service

Weekdays (except Holidays)
Trains Nos. 6 and 97
Sundays and Holidays
Trains Nos. 2006 and 97

Grill Car Service

Weekdays (except Holidays)
Trains Nos. 2-7-10 and 11
Sundays
Trains Nos. 2 and 2009
Holidays
Trains Nos. 2-2007-2010
and 11

(from RDG Form TTA dated October 27, 1957)



NOVEMBER 9, 2002: "Alco Autumn Leaf Special" on West Chester Railroad, sponsored by West Jersey Chapter NRHS. Alco-powered train leaves Market Street Station, West Chester, PA, at 12 Noon. Photo stops and runbys will be featured. Fare: \$15 per person (\$20 including box lunch). Order tickets from: West Jersey Chapter NRHS, c/o N. R. Seidelmann, 2237 38th Street, Pennsauken, NJ 08110-2242, making checks payable "WJC/NRHS" and enclosing stamped, self-addressed envelope.

NOVEMBER 9: Railfan Weekend on Gettysburg Scenic Railway, featuring a 50-mile round-trip behind matched F7 locomotives, leaving Gettysburg (PA) station at 9 AM. Fares: \$75 adults, \$45 children (4-15), children (3 and under) \$15. For information, telephone 717-334-6932 (website: www.gettysburgrail.com).

NOVEMBER 9-10: "Trains & Troops" event at Railroad Museum of Pennsylvania, Strasburg, 9 AM-5 PM Saturday, 12 Noon-5 PM Sunday. There will be military and railroad displays, music, veterans and re-enactors representing the Civil War era to the present. Regular admission charges apply. For information, telephone 717-687-8628 (website: www.rrmuseumpa.org).

NOVEMBER 10: "Subways, Railways & Stations: A Mostly-Underground Tour of Philadelphia," 2.5-hour walking expedition will cover the history of all transit and rail lines and stations from 30th Street Station to the former Reading Terminal, as well as Center City's underground concourse system, including ride on SEPTA LRV. Tour is sponsored by Center City District's new *Walk Philadelphia!* Tour program. Cost is \$20 per person. For further information, contact Ken Hinde at 215-848-9141.

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

NOVEMBER 16: 8th annual Train Show at Lenape Middle School, 313 West State Street, Doylestown, PA, 9 AM-3 PM, sponsored by Chalfont Boro Police Benevolent Association. Admission: \$3 per person (children under 12 free). For information, telephone Paul Myers at 215-345-5017.

NOVEMBER 30, DECEMBER 1, 7, 8: Open house at Cheltenham Hills Model Railroad Club in old Reading Ogontz station, 8000 Old York Road, Elkins Park, PA, 12 Noon-4 PM. Admission by donation. For information, telephone Bruce Binder at 215-722-4542.

NOVEMBER 30, DECEMBER 1, 7, 8: Open house at Schuylkill Valley Model Railroad Club, 400 South Main Street (rear entrance), Phoenixville, PA, 1-5 PM. Admission by donation. For information, telephone 610-935-1126.

DECEMBER 1 THROUGH 29: "The Art of the Trolley" exhibition, celebrating the 110th anniversary of Philadelphia's first electric streetcar, at DaVinci Art Alliance, 704 Catharine St., Philadelphia, PA 19147-. Hours: Saturday and

Sunday, 12 Noon-5 PM, Wednesday evenings 6-10 PM. For further information contact Joel Spivak at 215-755-7717.

DECEMBER 6, 7, 8: Open house at GATSME Lines model railroad, Prospect & Madison Avenues, Fort Washington, PA, 7-9 PM Friday, 12 Noon-4 PM Saturday and Sunday. Admission by donation. For information, telephone 215-646-2033 (Thursday evenings only).

DECEMBER 7: Amtrak "Holiday Shopping Special" from 30th Street Station, Philadelphia, to Vanity Fair Factory Outlet, West Reading, PA, sponsored by Delaware Valley Association of Rail Passengers. Diesel-powered train will operate over High Line in Philadelphia, then via Norfolk Southern's ex-Reading Harrisburg Line. Special will leave 30th Street at 9 AM, stopping at Royersford 10 AM, Pottstown 10:15 AM, returning to 30th Street at 5:35 PM. Passengers will have nearly five hours for shopping and lunch at VF Outlet. Fares from Philadelphia: \$28 adults, \$17 children (under 16), free for children under age 5 sharing seat. Fares from Royersford and Pottstown: \$19 adults, \$12 children (under 16). Order tickets from: DVARP, 1601 Walnut Street, Suite 1129, Philadelphia, PA 19102, enclosing stamped, self-addressed envelope. For information, telephone 215-RAILWAY or E-mail to mail@davrp.org (website: www.dvarp.org).

DECEMBER 14-15: Greenberg Train Show at Fort Washington Expo Center, Virginia Drive, Fort Washington, PA, 10 AM-4 PM both days. Admission: \$7 adults, \$2 children (6-12), good for both days.

JANUARY 25, 2003: 10th annual Super Saturday Streetcar Special using SEPTA PCC trolley, sponsored by Wilmington Chapter NRHS. Routing and times not yet determined. Fare: \$35 per person. Order tickets from: Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860-1003. For information, visit website: www.daylightimages.com/streetcar.

THROUGH JULY 2003: Special exhibition of portraits and images of America's 19th Century railroad barons at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD. The collection is on loan from the Smithsonian Institution's National Portrait Gallery. Regular admission charges apply. For information, telephone 410-752-2490 (website: www.borail.org).

PRR Quiz Declared Challenging

In our September issue, we ran a Pennsylvania Railroad Quiz, which members found rather challenging. Most responders had to do some digging to find the correct answers. The correct answers were: 1-H; 2-O; 3-Q; 4-CC; 5-Y; 6-I; 7-P; 8-U; 9-F; 10-X; 11-T; 12-S; 13-W; 14-L; 15-BB; 16-A; 17-B; 18-C; 19-D; 20-E; 21-N; 22-Z; 23-M; 24-DD and 25-G.

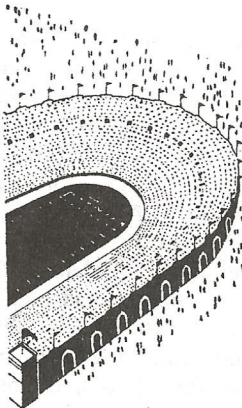
Members Henry Adameik and Bill Volkmer had perfect scores of 25. Other members who responded to the challenge were Ray Cooney, Les Dean, Everett Edwards, Rodger Fredrick, Otto Fritz, Chapter Charter Member Robert G. Lewis and Bill Vigrass.

The Chapter thanks each member who submitted an entry to this Contest. We promise that we'll try and make them a little less trying in the future!

The Army-Navy Game in Philadelphia in the 1940's

by Henry Dickinson, Jr.

EDITOR'S NOTE: Henry Dickinson, Jr., was an early member of Philadelphia Chapter, actively involved in trip and newsletter activities in our Chapter. He now lives in Maine, is a member of Wilmington Chapter and the 470 Railroad Club, as well as being very active at the Seashore Trolley Museum. This piece was originally published in both newsletters, and this edited version appears here, with permission, because of its local interest to our members.



SPECIAL TRAINS

SAT. NOV. 26

Direct to Stadium

ARMY - NAVY FOOTBALL GAME

**THERE AND BACK IN WARM COMFORT—
FREE OF TRAFFIC AND PARKING PROBLEMS**

SCHEDULES

LV. PAOLI 10.25 am 11.25 am	LV. TRENTON 10.35 am
" Daylesford 10.27 am 11.27 am	" Levittown-
" Berwyn 10.29 am 11.29 am	Tullytown 10.43 am
" Devon 10.31 am 11.31 am	" Bristol 10.50 am
" Strafford 10.33 am 11.33 am	" Torresdale 11.00 am
" Wayne 10.35 am 11.35 am	" Frankford Jct. 11.10 am
" St. Davids 10.37 am 11.37 am	
" Radnor 10.39 am 11.39 am	Regular Train
" Villanova 10.41 am 11.41 am	LV. CHESTNUT HILL 10.41 am
" Rosemont 10.44 am 11.44 am	" Highland 10.42 am
" Bryn Mawr 10.47 am 11.47 am	" St. Martins 10.43 am
" Haverford 10.49 am 11.49 am	" Allen Lane 10.44 am
" Ardmore 10.51 am 11.51 am	" Carpenter 10.46 am
" Wynnewood 10.53 am 11.53 am	" Upsal 10.48 am
" Narberth 10.55 am 11.55 am	" Tulpehocken 10.50 am
" Merion 10.57 am 11.57 am	" Cheltenham Avenue 10.52 am
" Overbrook 11.00 am 12.00 Nn	" Queen Lane 10.54 am
AR. STADIUM 11.40 am 12.35 pm	Ar. North Phila. Sta. 10.59 am
	TRANSFER TO TRENTON SPECIAL
	Lv. North Phila. Sta. 11.20 am
	AR. STADIUM 12.00 Nn

Snack Service on Trenton Special

**SPECIAL TRAINS RETURN IMMEDIATELY AFTER GAME
FROM SAME PLATFORM AT WHICH THEY ARRIVE.**

Return tickets also good on any regular train, same day,
from Suburban Station or Penna. Station—30th Street.

MAKE IT A FUN TIME — GO TOGETHER

Special arrangements for large groups
—phone EV 2-1000 Ext. 8086—in Philadelphia; EX 2-3101 in Trenton.

SPECIAL ROUND-TRIP FARE, INCL. TAX

\$3.00 from all stations except:
\$3.50 from Levittown-Tullytown and Bristol. \$4.00 from Trenton.
Half Fares for Children 5-11 years
PLEASE BUY YOUR TICKETS EARLY

PENNSYLVANIA RAILROAD

I am writing about a football game that has been held in Philadelphia almost yearly for quite some time. Why would an article about a football game appear here? Because the railroad and the trolley car played a big part in getting the public to and from this major event.

The famed Army-Navy game was usually played on the Saturday following Thanksgiving, and originally at Franklin Field on the University of Pennsylvania campus. In 1925, Municipal Stadium (later John F. Kennedy Stadium) was built at the south end of Broad Street and from that date the game was played there (until later switched to Veterans Stadium). Municipal Stadium had a capacity of 102,000 people, the largest in the U. S. at that time.

The Pennsylvania Railroad's Greenwich Yard was located immediately south of the stadium, and just north of the Philadelphia Navy Yard. Long coal trains would come to unload export coal and the empty hopper cars were loaded with iron ore from abroad. The west end of Greenwich Yard was laid out with walkways between each pair of tracks, an obvious location for unloading. On game day, the yard was cleared of most freight equipment and the 12 or more tracks were ready for passenger trains.

To reach the Stadium station, trains from the north and south left the Northeast Corridor at "Arsenal" tower and crossed the Schuylkill River on a drawbridge. They then turned south, traversing the concrete viaduct on South 25th Street before turning east at the Navy Yard to enter Greenwich Yard. Many of the yard tracks there were electrified, with a few tracks being powered only about 200 feet beyond the access road.

Let's relive 1947, when there were 48 trains scheduled to arrive at the Stadium station for the military academies' classic. The PRR's famed GG1 electrics would power all trains except two from Wilmington, DE that would use doubleheaded K4s steam locomotives, due to the shorter run. (Later, MP54 MU cars in 12-car sets would replace the steam, with eight-car Silverliner sets doing the chores following their delivery in 1962.)

The ramp leading to the Stadium station was graced with a huge sign reading "Pennsylvania Railroad" with a large keystone appearing in the middle of the sign. The tracks were identified by big signs on posts that were inserted into previously prepared holes in the ground. The tracks ran from A to H. Tracks A and B were reserved for New York expresses and locals and all-parlor car trains. The remaining tracks handled trains from Baltimore, Washington and other originating points. The trains usually averaged between 18 and 20 cars, and one could find here the greatest collection of cars from the Pullman Company pool.

(Continued on Page 9)

The Army-Navy Game in Philadelphia in the 1940's

(Continued from Page 8)

Movements were controlled from "Stadium" tower at the west end of Greenwich Yard, just east of the Broad Street overpass. Some switches were hand-thrown and some were tower-controlled. When an incoming train would arrive, it would stop with the rear of the train just clear of the access road and discharge its passengers. After unloading, the train would pull ahead, out of sight, to leave room for the next arrival. In all, Tracks A and B would hold four trains each. The other tracks would host two or three trains each. On the tracks with short overhead wire, the G's would drop their pantographs and coast to a stop. One year a train halted too soon, leaving the rear car blocking the access road. In less than five minutes, a diesel switcher appeared and shoved the train clear of the road.

During the game, the PRR would get into high gear, restocking the cars with toilet tissue, cups and all that was needed for a pleasant return trip. The G's would need their oil and water supply replenished for steam heat, and a M1-type steamer with long-distance tender, a tank car full of heating oil and a box car full of paper supplies would appear. This unusual train would run along the service tracks between the standing trains, loading oil and water into the locomotives and paper supplies to the car attendants. The tank car had a steam-operated pump fastened to the side walkway to pump the oil. The pump and connections were fitted on the tank car at Union Tank Car Company, which had a plant just south of the Atlantic Refining Company facility. In later years, Atlantic sent a tank truck to handle replenishing the oil in the G's.

Numerous railroads were represented by the cars from the Pullman pool. Observers would note such roads as Long Island, Louisville & Nashville, Northern Pacific, Southern Pacific and Union Pacific, among others. The LIRR sent one train of coaches and six parlor cars. The cars from the Northern Pacific had their brakes inspected at Seattle, WA just one week before the game.

The venerable Pennsy car, the **Queen Mary**, a parlor observation outfitted with wicker armchairs, would arrive with the Secretary of War. The President of the United States would arrive on a short train with the bulletproof car **Ferdinand Magellan** on the rear. This train would be moved to a nearby enginehouse to have the Presidential car turned on a turntable, while all other trains would be carded to leave in the reverse order of their arrival.

During the game, the railroad action would really heat up. On tracks where there was more than one train, the trapped locomotives would uncouple from their present train and pull ahead and couple to the rear of the preceding train, which now became the head end. Those locomotives on the far end of the first arrived trains would uncouple and proceed in groups of two or three around past the enginehouse and couple to the end of the westernmost consist to head out. When the GG1's were all on their trains, a man would stand at signpost A and another at H and the enginemen would be signaled to advance or reverse their trains so that the front ends of all the G's were in a uniform straight line.

While the game was on, the signal department was also busy out along the railroad reconnecting wiring and even turning some signals for the mass outbound traffic. A gas-electric wire car

was stationed near the yard throat to take care of any problems with the overhead catenary. One year a problem did arise and all were alerted to the emergency by the frantic tooting of the doodlebug horn. Workers here and there scrambled to get aboard the work car as it left the yard. It was back within 15 minutes, with no apparent delay in departing train movements. In later years, a diesel switcher powered the doodlebug, its prime mover having failed.

With all of the above going on, another scenario would find two of the four New York Central coach trains on which the Army cadets arrived being moved from Stadium station to Suburban Station in downtown Philadelphia. These trains would be carded for departure from there back to West Point between 12 Midnight and 1 AM. This would be one of the few times that GG1's would utilize Suburban Station during those years.

Following the game, the crowds would pour out enmass and head for their respective trains. When a train was loaded and ready to depart, the dispatcher would activate a series of balls on poles along the access road and the crowds would await the departure of the train. One year, the game was so dull and the score so lopsided that the fans were headed for the trains well before the game was over, with the result that the first New York train left Stadium station fully loaded five minutes before the end of the game.

The Baltimore & Ohio Railroad also participated in the Army-Navy activity, bringing spectators to the game. The B&O had a two-track station on the west side of Broad Street to the south of the PRR tracks. The B&O trains at that time all arrived under steam, so, while the game was being played, the engines were run to B&O's East Side yard for servicing and turning. There were nine B&O trains involved in the 1940's. The Midshipmen arrived by train for several years, but since this meant a trip on the Baltimore & Annapolis between those Maryland cities and then the B&O train, the Naval Academy resorted to using some 90 buses all the way from Annapolis to Philadelphia and return.

Local transportation was not left out, either. In 1947, I noted some 250 Philadelphia Transportation Company Nearside cars assigned to duty for the Army-Navy game. The use of the trolleys would be another story in itself.

The Army-Navy scene was host to about 20 to 25 railfans each year. Some stayed all day, while others put in just a couple of hours of good train watching. A good vantage point was the intersection of Terminal Avenue and 11th Street. Food and personal needs could be taken care of by walking a quarter mile to a ramshackle wooden building outside the Navy Yard gate known as the "Tiltin' Hilton" because the tired old building leaned to the south. However, it had a lunch counter and restrooms and was a welcome respite on those nasty days sometimes encountered at the time of year the Army-Navy game was scheduled.

As evening approached and the last train had departed from Stadium station, the railfans would leave on a nearby waiting PTC trolley and chalk up another good day of train watching.

**Go Army!
Beat Navy!**

**Go Navy!
Beat Army!**

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

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



FIRST CLASS MAIL

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