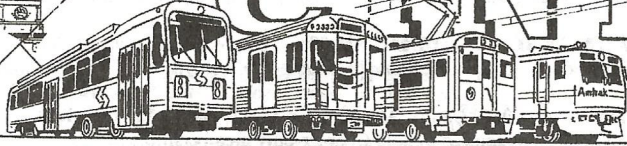




CINDERS



OCTOBER 2002



IN THIS ISSUE

Philadelphia Chapter News.....	1, 8
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
Extra List.....	7
HIS and HERS Railroad Quiz.....	9

Volume 63 Newsletter of the Number 9

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

MEETING NOTICE:

FRIDAY EVENING, OCTOBER 18, 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 October 18, 2002 program will feature another in a series of narrated slide programs presented by Chapter Member Paul Kutta. Paul's program is entitled *Trolleys and Transit in North America, 1950's to 1990's*. This sampler will include views of more than 70 operating companies or authorities in the United States, Canada and Mexico.

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, OCTOBER 15, 2002 to Dinner Chairman Bill Gardiner at 215-632-7016.** This is a **STRICT** deadline, and you **MUST** specify when ordering if you desire a fish dinner. Please call **Bill Gardiner** with your reservation. **NO-shows will be responsible for payment for meals ordered!**

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. We urge you to come out on Friday, October 18, and see Member Paul Kutta's traction views. Looking forward a month or two, planned for November 15 is the second annual slide auction and on December 13 we will be honored to have Author David Sweetland with a slide program on *Pennsylvania Railroad GG1's*.

Philadelphia Chapter, NRHS 2nd ANNUAL MEMBERS' SLIDE AUCTION

Friday, November 15, 2002

Members may sell excess slides and keep 100% of the proceeds. All we ask is a donation of one slide to the Chapter for every 10 you sell. Details in November *Cinders*.

Genuardi's Announces Changes in Supermarket Tape Program

Philadelphia Chapter members have been participating in the Genuardi's Family Markets cash register tape program for the past several years, and this has meant a welcome infusion of cash for the FP7 program, kindness of those who shop Genuardi's and provide us with their tapes.

Effective October 1, 2002, Genuardi's, now part of the Safeway Supermarket chain, will provide funds to groups such as ours through eScrip, an electronic method of providing funds through the point-of-sale transaction with the need to save and process store cash register tapes.

Philadelphia Chapter will be assigned a group number by eScrip, and we will furnish a coupon to be completed. Genuardi's will enter our group number in their computer so that each time you use your Genuardi's Club Card at the local store, the transaction will automatically credit Philadelphia Chapter with a percentage of your purchases, and we will periodically receive a check from Genuardi's for the Chapter.

Further details will be available at the October 18th meeting, or may be had by calling Chapter Secretary Marie Eastwood at 215-947-5769 or writing to her at the chapter address, P. O. Box 7302, Philadelphia, PA 19101-7302.

We urge you to enroll in the eScrip program so our Chapter and its FP7 project continues to be supported by your purchases at Genuardi's.

Greenberg's Train Show

South Jersey Expo Center

Route 73, Pennsauken, NJ

Saturday and Sunday, November 2-3, 2002

10 AM - 4 PM both days

If you are available to man the Chapter's table for all or part of either day, please contact Dave Kopena at 215-671-0605

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

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

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

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

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

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

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

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

**West Jersey Chapter
Publishes New Book**

Our good friends in West Jersey Chapter have announced publication of *West Jersey Rails III*, the third in a series of soft-cover books covering southern New Jersey rail subjects.

This book contains ten articles, fully illustrated with 127 photos, maps and track charts, covering the following subject matter: **The Millville & Glassboro**, covering the first railroad in Millville; **Steamboats & Passenger Trains**, which describes Jersey Central's Sandy Hook steamboat and connecting rail service during the summer of 1915; **Camden/Pemberton Passenger Service**, detailing the history of "Back Road" service from 1867 to 1969; **Barnegat Bay Bridge Fire**, telling of service changes due to the loss of the bridge on Toms River service; **Two Routes to Town**, the history of routes and service in Salem County.

The remaining five articles are **The Final Years of Trolley Cars in Wildwood**, covering the last 15 years of the Five Mile Beach; **Minotola: A Unique Interlocking**, the last years of the CNJ/PRSL diamond crossing; **The Linden Street Freight Station**, history of Reading's Camden freight station, 1890-1962; **Brown Tower & Bulson Street Yard**, with PRSL's 1960's operations at these locations; and **Amtrak to Atlantic City**, covering the brief six-year history of Amtrak operation to the Boardwalk resort.

The book sells for \$15.00, plus \$2.00 shipping per copy. It may be ordered from West Jersey Chapter, NRHS, P. O. Box 647, Palmyra, NJ 08065-0647. Also available are the first two books in the series, *West Jersey Rails I* (\$10.00 plus \$2.00 shipping) and *West Jersey Rails II* (\$12.50 plus \$2.00 shipping). There is a maximum of \$8.00 shipping per order. Members may order through the mail or pick up a copy at the Greenberg's November 2-3, 2002 show at the South Jersey Expo Center in Pennsauken, where the West Jersey folks should have a table.

GO PENNSY
to the
Eagles' Games



at
FRANKLIN FIELD
FAST . . . CONVENIENT . . . COMFORTABLE!
No Traffic! No Parking! "No Sunday Drivers!"

Reduced Round-Trip Fares

<i>(Read Down)</i>			<i>(Read Up)</i>	
Lv. 12:00 NOON (NON STOP)	Trenton Phila. (30th St. Sta.)	(NON STOP)	Ar. 5:37 P.M.	Lv. 5:00 P.M.
Ar. 12:36 P.M.				
Lv. 11:25 A.M.	Levittown-Tullytown Phila. (30th St. Sta.)		Ar. 5:24 P.M.	Lv. 4:47 P.M.
Ar. 12:01 P.M.				
Lv. 11:41 A.M. (NON STOP)	Wilmington Phila. (30th St. Sta.)	(NON STOP)	Ar. 5:08 P.M.	Lv. 4:39 P.M.
Ar. 12:09 P.M.				
Lv. 12:22 P.M.	Chester Phila. (30th St. Sta.)		Ar. 5:50 P.M.	Lv. 5:27 P.M.
Ar. 12:44 P.M.				
Lv. 11:00 A.M.	Paoli Phila. (30th St. Sta.)		Ar. 5:25 P.M.	Lv. 4:47 P.M.
Ar. 11:36 A.M.				
Lv. 12:05 P.M.	Paoli Phila. (30th St. Sta.)		Ar. 6:33 P.M.	Lv. 5:51 P.M.
Ar. 12:41 P.M.				
Lv. 11:46 A.M.	Chestnut Hill Phila. (30th St. Sta.)		Ar. 5:42 P.M.	Lv. 5:15 P.M.
Ar. 12:07 P.M.				
Lv. 11:45 A.M.	Media Phila. (30th St. Sta.)		Ar. 5:00 P.M.	Lv. 4:28 P.M.*
Ar. 12:13 P.M.				

*When necessary, this train will be held a few minutes at 30th Street Station.

Trains between Chester, Paoli, Chestnut Hill, Levittown-Tullytown, Media and Philadelphia also serve intermediate stations. Check your Time Table. (Train times are subject to change)

EAGLES' 1966 GAMES AT FRANKLIN FIELD

Sept. 18	1:35 P.M.	Atlanta FALCONS
Sept. 25	1:35 P.M.	New York GIANTS
Oct. 2	1:35 P.M.	St. Louis CARDINALS
Oct. 30	1:35 P.M.	Washington REDSKINS
Nov. 6	1:35 P.M.	Dallas COWBOYS
Dec. 4	1:15 P.M.	Pittsburgh STEELERS
Dec. 11	1:15 P.M.	Cleveland BROWNS

Pennsylvania Railroad

PHILADELPHIA



FRANK G. TATNALL, JR.



SEPTA REGIONAL RAIL

On Monday, September 9, SEPTA Regional Rail riders should have stayed home. At 5:05 AM the first inbound train, R1 #0103 bound from Glenside to the Airport, snagged the catenary near Melrose Park station, triggering massive delays on the ex-Reading side of the system. Following trains were stalled for up to an hour, as workers struggled to restore power on the busy Mainline and remove the disabled train. Later that morning, a major switch failure occurred at "Newtown Junction," a mile north of Wayne Junction, further delaying all four routes through the area. Adding to the misery, an inbound train broke down, backing up other trains behind it.

Then, in an apparently unrelated incident, the computer system in SEPTA's Control Center crashed around 10 AM, stranding all trains except those operating on AMTRAK-dispatched lines. The tie-up worsened as Pennsy-side trains entered SEPTA's "black hole"—the center city tunnel and everywhere north of there. Service was halted for nearly two hours while technicians frantically tried to make repairs. Some 400 trains were affected by the computer failure, including all those on the Reading side and on the R3 Media-Elwyn and R8 Chestnut Hill West lines. The computer system was restored but delays continued throughout the afternoon. Assistant General Manager Patrick Nowakowski later revealed that the problem at Melrose Park was caused by a maintenance crew's failure to properly secure the overhead wires, and the foreman was reprimanded. "Some of our guys in the control center called it the worst day on the railroad in 20 or 30 years," he said. Within two weeks of the event, SEPTA had received more than 5,000 requests for fare refunds, under the Service Guarantee Program.

SEPTA has developed a plan for expanded parking at several of its key Regional Rail stations. At Fort Washington on the R5 Lansdale-Doylestown line, where parking is already at a premium, a newly-purchased area will provide an increase in capacity from the present 278 spaces to 504. Work is to start in the spring of 2003. (The long-needed pedestrian underpass was completed last year.) At the R2 Warminster station, 260 additional spaces will increase capacity there to 810. The R6 Elm Street station in Norristown will see a near-doubling in the size of its

parking lot, from 126 to 232. An abandoned flour mill nearby will be demolished to make way for this expansion. Trevose on the R3 West Trenton line will receive 125 more spaces next year, and by 2005 SEPTA hopes to build a 400-car parking garage at DeKalb Street in Norristown.....A new pedestrian tunnel is planned at the R5 Malvern station.....The vast parking lot built by PennDOT at Cornwells Heights station in Bucks County, once thought to be a white elephant, is now reported to be at nearly 80 percent of capacity on most weekdays.

Restoration of historic Wayne station on the R5 Paoli-Thorndale line will soon get underway. Last month, SEPTA was preparing to award a \$200,000 contract for repairs to the roof and building, the first step in a multi-million-dollar program to restore the 1885-vintage station over a three-year period. Through the efforts of a local volunteer group, the interior of the building already has been renovated, but SEPTA recently turned back an \$80,000 grant from the Pennsylvania Historical & Museum Commission because of several restrictive provisions tied to the grant. For one thing, SEPTA wants to construct high-level platforms at Wayne, which likely would violate the PHMC agreement. This will be the fourth 19th Century station on the old Pennsy Mainline to be restored by SEPTA.....The Federal Transit Administration has awarded SEPTA an \$800,000 grant for upgrading the R7 Levittown and Croydon stations in Bucks County. The funds will be used for the engineering phaseWith the closure last month of two more towers ("Wayne" and "Mark"), SEPTA has nearly completed its plan to manage the entire railroad from the new Control Center at 1234 Market Street. Only "Broad" tower in Suburban Station remains to be transferred.

SEPTA plans to reissue its Regional Rail timetables with the change of time on October 27. The following weekend, work will begin to replace catenary on the Mainline between 30th Street and Suburban Stations (see June *Cinders*). The \$5.7-million project will continue until next summer, except for the Thanksgiving-New Year holiday period. Some weekend service outages are planned, with shuttle buses used to connect the two sides of the system.....On August 14, during the Acela crisis, AMTRAK borrowed five push-pull coaches from SEPTA for service on the Northeast Corridor (see September *Cinders*). As the equipment shortage eased, the cars were returned to SEPTA on September 7.....A new mortgage loan program offered in this area by Citizens Bank allows customers to qualify for more favorable mortgages if they buy a home within half a mile of a commuter rail station (or a quarter mile of a bus stop). Under this "Smart Commute" plan, the money saved by using public transportation to and from work can be factored into the amount of the mortgage (NARP, *Inquirer*).

(Continued on Page 4)

PHILADELPHIA EXPRESS (Continued from Page 3)

SEPTA last month began a project to replace timbers on the 900-foot-long bridge which carries R3 Media-Elwyn trains over Crum Creek south of Swarthmore station. Work will continue on weekends through October, with buses substituted between Elwyn and Swarthmore.....Over on the other side of R3, improvements continue on the West Trenton line. According to a report in *Metro*, construction of the new Woodbourne station should be completed by the end of this month, along with an expanded 500-space parking lot. Welded rail and more than 8,000 new wood ties have been installed on the ten miles of northbound track from Jenkintown to Neshaminy Falls, and new catenary wire is in place on both tracks between those stations. Catenary replacement now has begun on the southbound track between West Trenton and Neshaminy. Wayside signals also will be removed between Neshaminy and Woodbourne, replaced by a new cab signal system allowing bi-directional operation on either track. Intertrack fencing is being installed at all eight stations between Noble and Trevoise, part of SEPTA's expanded effort to prevent trespassing (see June *Cinders*).



SEPTA TRANSIT

SEPTA finished Fiscal Year 2002 ending June 30 with a small surplus of \$566,000. Total operating revenues of \$412 million were \$10.3 million worse than budget, while operating expenses of \$816.4 million were \$5.6 million better than budget. Operating subsidies of \$405 million exceeded budget by \$4.6 million..... For the first two months of FY 2003 passenger revenues are on target with the budget and two percent higher than the year-ago period. Ridership is a modest one percent above budget, getting a boost from the X Games and a well-attended Phillies series in August which created an additional 67,000 trips on the Broad Street subway.....The Federal appropriations process for FY 2003 is going very slowly, and transportation programs will be funded at the 2002 level through continuing resolutions, probably until after the November elections. This will delay several grants that SEPTA anticipates in the new fiscal year.....In an effort to build ridership, SEPTA last month offered vouchers to current passholders good for two free trips for friends on any bus or rail route over the weekends of October 5-6 and 12-13.

SEPTA held an open meeting on September 19 to brief the public on its proposal to extend the Route 100 Norristown High Speed Line to King of Prussia Mall and Port Kennedy. A consulting firm presented the results of its analysis, which shows that the project is feasible and would cost about \$242.6 million. The proposed 4.9-mile extension would diverge from the Route 100 mainline north of Hughes Park station and follow NORFOLK SOUTHERN's Dale secondary track (onetime Pennsy Trenton Cut-Off) westward for two miles, before swinging northward on an aerial viaduct to a Court-Plaza station at the mall. Then it would

continue for another two miles to the Valley Forge park-and-ride terminal at Port Kennedy. There would be a total of four stations on the extension, to be served by direct trains from and to 69th Street Terminal running every 15 minutes during peak hours and every 20 minutes in non-peak. A shuttle service between Norristown and King of Prussia is also under consideration. The line would open about 2009 and by the year 2020 Route 100 ridership is forecasted to increase from the present 8,200 daily trips to 12,700 (or 14,500 with the optional shuttle). This plan appears much more likely to come to fruition than the costly Schuylkill Valley Metro, with which it would connect.

SEPTA is busy installing automatic vehicle locator (AVL) equipment in 150 buses, the vanguard of a more extensive installation. Through satellite technology, AVL will allow the control center to pinpoint the exact location of each vehicle. In addition, by early next year a new voice communications system will link the control center with nearly 1,700 buses, trolleys, maintenance and supervisory vehicles. Experimental "next arrival" signs will be placed at several key transit stops, which will advise waiting passengers when the next bus may be expected to arrive. All of this is part of SEPTA's new Computer Aided Radio Dispatch system (CARD), in development for the past several years.....SEPTA has been promoting a series of job fairs with area employers, the most recent being the event at Philadelphia International Airport on September 26. The Airport is trying to fill more than 800 positions while SEPTA, through its Jobs Access & Reverse Commute program, encourages prospective employees to ride public transportation.

SEPTA is still working on a plan to replace the 89-year-old Callowhill depot with a modern facility. Consideration had been given to building a new depot in the West Parkside section of the City, but now SEPTA is looking at the purchase of the former Acme Markets warehouse on Upland Way, adjacent to Regional Rail's Overbrook maintenance shop, for conversion into a bus and trolley facility and training space for employees. Subway-surface Route 10 and several bus lines would operate from there, as well as the under-construction Route 15 Girard Avenue Light Rail LineThe Federal Transit Administration last month awarded SEPTA \$6.9 million for preliminary engineering work on the controversial Schuylkill Valley Metro. The State is also providing \$2 million for the engineering phase.....Cheryl T. Spicer has left her job as SEPTA's acting assistant general manager for public & government affairs to become assistant general manager of PATCO.



AMTRAK

AMTRAK President David L. Gunn last month presented his budget for Fiscal Year 2003 to the railroad's board of directors. As expected, it calls for \$1.2 billion in Federal support for the ailing system, but his proposal to get out of the mail and express (freight) business, except for the profitable U.S. Postal Service traffic, was somewhat surprising. Gunn also said that the rebuilding of wreck-damaged cars must be stepped up, even though more workers in other areas will be laid off and heavy maintenance work on the Northeast Corridor deferred. He promised to continue all existing long-distance services, but no new extensions would be proposed. State-subsidized trains such as

(Continued on Page 5)

PHILADELPHIA EXPRESS (Continued from Page 4)

the Harrisburg-Philadelphia Keystone service would be ended in two years unless the states agree to cover all of their operating losses. The express program has never produced the revenues anticipated by Amtrak, but existing contracts may prevent an immediate phaseout of the service. In any event, Amtrak says that it is in the midst of an "exhaustive study" to determine the future of the express operation. Dropping this business would likely result in the express-heavy *Pennsylvanian* being cut back from Chicago to Pittsburgh, while the reliability and running times of numerous long-distance trains should improve. It also would leave Amtrak with many surplus boxcars, refrigerated cars and RoadRailers, which presumably are leased (NARP, *Trains, Traffic World*).

Although the Bush Administration is still sticking with its \$521-million budget proposal for AMTRAK in FY 2003, it appears to be showing some new flexibility. Deputy Transportation Secretary Michael Jackson said that the Administration does not want the railroad to go through another funding crisis such as occurred this past summer, and will not insist on any major reforms this year. While Congress will provide funding for Amtrak past the October 1 start of the new fiscal year, by means of a continuing resolution that maintains expenditures at the current \$521-million rate, that is less than half of the \$1.2 billion that Gunn says the railroad needs for full operations. Therefore, unless Congress acts soon after the November elections to give Amtrak its monthly payments at the higher level, another cash crunch can be expected....."This place can't muddle through much longer," Gunn told an *Inquirer* reporter. "It has to have some stability or we'll start running out of equipment and bridges and signal systems will begin to fail".....A transportation spending bill introduced in the House late last month would give AMTRAK just \$762 million in Fiscal Year 2003 and cap Federal funding for long-distance trains at \$150 million. Any Amtrak legislation passed in the House must be worked out in a conference committee with the Senate, where the Appropriations Committee has already approved Amtrak's request for \$1.2 billion in FY 2003 (NARP).

AMTRAK last month was gradually returning its Acela Express service to near-normal levels, after problems with the power units had forced drastic cutbacks in the high-speed service (see September *Cinders*). By mid-September 12 of the required 15 trainsets had returned to more-or-less regular service, allowing 41 of the scheduled 50 weekday departures from Boston, New York and Washington to be operated. Four of the 15 HHP-8 electric locomotives also were back in service. None of the repaired Acela power cars had developed any cracks in the strengthened yaw damper brackets where the original problem was discovered (NARP, *Trains*).....Effective with the new timetable on October 28, AMTRAK expects to restore its Acela Express service to pre-crisis levels, using those 12 trainsets with shorter turnarounds at terminal points. By December or January, the plan is to have 14 sets in regular service. (There will even be a pair of trains running non-stop between New York and Providence, RI!) Unfortunately, all 18 of the trains must undergo more than 200 individual modifications over the next year, which will require four of them to be held out of service at any particular time.

AMTRAK announced last month that the curtailment of Acela Express service caused a \$9 million revenue loss during August, because 76,000 fewer passengers were carried (NARP)

.....To fill the gaps caused by the loss of some Acela Express trainsets, AMTRAK now has seven seven-car Metroliner trains available for Northeast Corridor service. The previous management's plan was to eliminate the Metroliners, so two sets were sent to Maine for *Downeaster* service, and two were committed to the New York-Montreal *Adirondack*. One of the latter trains now has been recalled for use on the Corridor..... AMTRAK currently has 42 Amfleet coaches assigned to Philadelphia-New York Clocker service, which essentially is a weekday commuter operation. As previously reported, when NJ TRANSIT takes over this service after its new Morrisville yard is completed in 2006, all of the Amtrak equipment will be released for service elsewhere. The Clockers then will become a Trenton-New York operation.

David Gunn continues to clean house in AMTRAK's executive offices. Last month, Chief Operating Officer E.S. ("Stan") Bagley suddenly took retirement, after 28 years with Amtrak. Bagley reportedly had clashed with Gunn over the management headcount in the new fiscal year budget. All of Bagley's chief subordinates are now reporting directly to the president. Vice President & Chief Engineer Alison Conway-Smith also departed in September, while Deno Bokas was promoted to chief financial officer replacing Arlene Friner who left in July. David Hughes, formerly chief engineer for the BOSTON & MAINE, was named to the vacant post of Amtrak's chief engineer. "Gunn has thinned management to the point where there was an eerie quiet at corporate headquarters," the *Inquirer* reported last month (NARP, *Trains, Weekly Rail Recap*, Trainorders.com).

AMTRAK recently handled several notable private parties on the Northeast Corridor. On September 6 more than 300 lawmakers, their staffs and spouses rode a ten-car special train from Washington to New York, where Congress convened a session in Federal Hall. Intended to commemorate the terrorist attack on the World Trade Center last September 11, the session was only the second held outside of Washington since the capital was moved there in 1800. The Philadelphia Eagles football team traveled to and from Washington via AMTRAK for its September 16 night game with the Washington Redskins at Landover, MD. And on September 23 Britain's Prince Andrew rode train #650 from Philadelphia to New York aboard Bennett Levin's private car *Pennsylvania 120*, along with newly-repainted parlor car 1157 *Warrior Ridge*. The Prince had been in town for a fund-raising dinner and to talk to public school students about the Queen's Jubilee International Education Fund.

AMTRAK President David Gunn has ordered an end to the Warrington-era turquoise-with-"blobs" paint scheme now worn by many Amfleet cars. Instead, repainted equipment will receive a slightly-revised version of the "Phase 4" livery first introduced in 1995, which features a dark blue band across the windows and a pair of red pinstripes against a white background above the window area. The first repainted coach, #21263, was released from the Bear (DE) shop on August 13. Amtrak said that the new scheme eventually would be applied to all Amfleet equipment, and perhaps to other cars as well. Gunn, who has been critical of the entire Acela branding scheme, also favors the old "pointless arrow" logo, but has not gone so far as to order its reinstatementAMTRAK marked the first anniversary of the 9-11 terrorist attacks by asking employees and passengers to observe a moment of silence at 8:46 AM on September 11. Engineers also sounded their horns just before 8:46, which was the time that the first hijacked plane crashed into the North Tower of the World Trade Center.

(Continued on Page 6)

PHILADELPHIA EXPRESS (Continued from Page 5)

Work is proceeding on the \$140-million upgrading of AMTRAK's Harrisburg mainline, most of which will occur west of Downingtown. Tie replacement is underway near Elizabethtown and welded rail will be installed, requiring some single-track operation. The return of all-electric service using rebuilt AEM-7's is planned as part of the project. The last three highway grade crossings on the line will be removed, the signal system improved and stations upgraded. Ground was broken in August for the new \$11-million station at Harrisburg International airport (Harrisburg Chapter).....AMTRAK will offer free movies, TV programs and Internet access on seatback screens aboard certain Keystone Corridor trains beginning this fall. The advertiser-supported service will be managed by NRoute Communications of Philadelphia, which will employ digital wireless technology to send signals to the moving trains (NARP).....President Bush has nominated David M. Laney of Dallas, TX, to the AMTRAK board. He formerly served on the Texas Transportation Commission.



CSX
NS
OTHER ROADS

Both CSX and NORFOLK SOUTHERN turned in improved financial and operational performances during the second quarter of this year. CSX reported net income of \$135 million, up 24 percent over the same quarter of 2002, on flat revenues of \$1.83 billion. CSX's operating ratio improved from 86.8 percent last year to 84.0 percent in this quarter, due largely to a decline in operating expenses of \$44 million. NS enjoyed second-quarter net income of \$119 million, an 11-percent increase over the year-ago period, on revenues of \$1.6 billion, and its operating ratio declined from 82.3 percent to 79.8 percent, its best performance since NS took over part of CONRAIL in 1999.

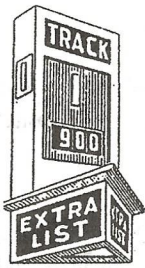
Last month, NS abruptly closed its recently-rebuilt Enola yard near Harrisburg, because of safety issues raised by the United Transportation Union. The yard has been the scene of several runaways since its reopening last January, and the union claims that the flat-switching area is graded too steeply. It is uncertain when Enola will reopen, but while it is shut down all classification work has been transferred to the yards at Allentown and Conway, PA (*Trains*).....CSX and NS have become the targets of a Federal lawsuit filed last month seeking reparations for the slave labor used on their predecessor lines prior to the Civil War (*Weekly Rail Recap*).....NS is looking to order 50 SD70M locomotives from Electro-Motive, its first new units from EMD in over two years. *Trains* reports that the SD70's will bear a modified "Thoroughbred" logo, the first change in that distinctive equine emblem since it was introduced when Norfolk & Western and Southern Railway merged to form NS in 1982..... CSX has begun rebuilding its 100 General Electric CW60AC locomotives into downgraded CW44's (*Bull Sheet*).

The new light rail line between Camden and Trenton is a boondoggle which should not have been built, New Jersey Transportation Commissioner James Fox said last month. When he took office in January he wanted to halt the 34-mile \$604.5-

million project, but found that it would cost as much to stop it at that point as to complete it. An appointee of Democratic Governor James McGreevey, Fox called the line "ill-advised and poorly planned," blaming former Governor Christine Whitman, a Republican, for trying to promote growth rather than building it where commuters really need a new service (*Inquirer*).....Union Switch & Signal has won a \$3.8-million contract to supply ASES (Advanced Speed Enforcement System) cab signal equipment for the 33 new PL42AC diesel-electric locomotives being built by Alstom for NJ TRANSIT. Under a separate contract, US&S also is installing the wayside portion of the ASES system on NJT-owned rights-of-way (*Railway Age*).....*Railway Age* reports that NJT has a backlog of capital projects aimed at rebuilding major pieces of aging infrastructure. This may mean that certain long-term expansion projects in the agency's 2020 Transit Plan—including restoration of the old Lackawanna Cutoff and service to Stroudsburg and Scranton, PA—may be relegated to the back burner.

Sixty years ago this month, in October 1942, the Pennsylvania Railroad had just acquired its 13th diesel-electric locomotive, a Baldwin VO-660 switcher. Many people believe that the PRR did not begin to dieselize until after World War II—and indeed its first road diesels were two E7A units delivered in September 1945. But as early as June 1937 the Pennsy received SW #5911 from Electro-Motive, which was followed in 1941 and 1942 by one NW2 and a single SW1 from EMD as well as nine VO-660 switchers from Baldwin. PRR also had built its own small experimental diesel, A6b #3907, at Altoona in 1930. It was later converted to a gas-electric unit, then again to diesel (Dave Sweetland).....Bombardier will indefinitely close its railcar assembly plant at Barre, VT, due to a lack of orders. The plant has built many rapid transit cars and some equipment for AMTRAK, including Horizon cars and Acela Express coaches (NARP).....We neglected to mention this when the information was received, but Widener University in Chester has been offering a course in railway systems and operations. The one-semester course in the School of Engineering was designed for professional engineers and others working in the railroad and transit fields. The contact phone is 610-499-1294 (Bill Polk).

For the first time since 1952, trolleys are again running through the former Laurel Line tunnel in Scranton, PA. The Electric City Trolley Museum last month began regular operations through the tunnel using ex-Red Arrow center-door #76. The mile-long tunnel has been restored to service as part of ECTM's tourist line at Steamtown, and now has overhead wire in it rather than the third rail used by Laurel Line interurbans.....National Transportation Safety Board Chairman Marion Blakely has criticized U.S. railroads for their slow progress in implementing positive train control technology and reducing employee fatigue. Both initiatives have been on NTSB's "top ten wanted list" for 12 years (*Weekly Rail Recap*)..... The Surface Transportation Board has proposed 22 new user fees on railroads and shippers for various services now provided free or at below-cost rates (*Traffic World*).....Rail industry analysts predict that by next year intermodal traffic will overtake coal as the largest source of rail revenue. Intermodal trailer and container traffic is projected to grow at an annual rate of five percent (*Weekly Rail Recap*)..... The Railroad Retirement Board says that it foresees no cash-flow problems for the next 19 years, barring "a sudden, unanticipated large decrease in railroad employment or substantial investment losses." The railroad retirement trust funds contained about \$19.8 billion at the end of 2001, even though retirees outnumber the active workers paying into the fund by nearly three to one (*Railway Age*).



OCTOBER 19, 2002: Annual fall foliage excursions via Reading, Blue Mountain & Northern Railroad from Port Clinton to Jim Thorpe, PA and return. Diesel-powered special with open-window coaches leaves Port Clinton 9 AM both days, returning about 6 PM. Fare: \$29 per person. Tickets must be ordered in advance from: Reading & Northern Railroad, P. O. Box 218, Port Clinton, PA 19549-0218, enclosing stamped, self-addressed envelope. For information, visit website: www.rbnmrr.com.

DC Chapter NRHS. Train will leave Washington Union Station at 9 AM, returning about 5:45 PM. Outbound trip will operate via freight-only Old Main Line from Halethorpe to Point of Rocks, MD. Fares: \$59 adults, \$49 children (under 15). Order tickets from: Washington DC Chapter, NRHS, P. O. Box 151, Alexandria, VA 22313-0151. For information, telephone 703-273-8440 (website: www.dcnrhs.com).

OCTOBER 26: "Autumn Express" special on Providence & Worcester Railroad from Worcester, MA to Putnam, CT and return, sponsored by Mystic Valley Railway Society. Trip includes complete buffet luncheon. Train leaves from P&W Worcester yard at 10:30 AM, returning about 5:30 PM. Fare: \$35 per person. Order tickets from: Mystic Valley Railway Society, P. O. Box 365486, Hyde Park, MA 02136-0009. For information, telephone 617-361-4445 (website: www.mysticvalleyr.org).

OCTOBER 12, 19, 26, NOVEMBER 2: Autumn leaf specials on Wilmington & Western Railroad, powered by 0-6-0 #58, from Greenbank to Hockessin, DE and return. Trains leave Greenbank at 12:30 and 3:15 PM each day. Fares: \$12 adults, \$10 seniors (60 and over), \$6 for children (12 and under). For reservations and information, write: W&W Railroad, P. O. Box 5787, Wilmington, DE 19809-0787, or telephone 302-998-1930.

OCTOBER 17: "Delaware & Hudson Canal Company's Gravity Railroad," lecture by Robert Powell, president of the Historical Society of Carbondale, at National Canal Museum, Two Rivers Landing, Easton, PA, beginning at 7:30 PM. Admission free. For information, telephone 610-559-6613.

OCTOBER 19: Trips aboard ex-PRR N8 caboose on Wilmington & Western excursion trains (see above item). Trains depart Greenbank, DE station at 12:30 and 3:15 PM. Fare for NRHS members: \$15 per person. For information, write: Edward Feathers, P. O. Box 143, Glenolden, PA 19036-0143 or e-mail to pennsycaboose@aol.com.

OCTOBER 19: Diesel-powered fall foliage excursion from Dorsey to Frederick, MD and return via CSX using MARC double-decker trainset, sponsored by B&O Railroad Museum. Various activities will be offered during layover in historic Frederick. Special train leaves Dorsey MARC commuter station south of Baltimore at 8:30 AM, returning about 6 PM. Fares: \$50 adults, \$35 children. Order tickets from: B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD 21233-2699. For information, telephone 410-752-2490 (website: www.borail.org).

OCTOBER 19-22: "Susquehannock" rare-mileage special from Harrisburg via Clearfield, Cresson and Pittsburgh, PA to Baltimore, MD for annual meeting of American Association of Private Railroad Car Owners. Train leaves 30th Street Station, Philadelphia, at 6 AM Saturday, Harrisburg at 8:30 AM. Limited seating in restored parlor-lounge-buffet *Juniata* is being sold by Harrisburg Chapter NRHS. Juniata Terminal's restored PRR E8's will power most of the trip, which will operate on Amtrak, Norfolk Southern, R. J. Corman and CSX trackage. Included will be a Sunday rail tour of the Corman system from Clearfield to such locations as Cherry Tree and Bigler. First-class fares are \$1,125 to Baltimore, \$900 to Pittsburgh only. A shorter two-day trip is also available in coach from Harrisburg to Clearfield on the special train and return by bus. The coach fare from Harrisburg is \$275 per person, which includes the Sunday tour of the Corman system. Order tickets for either option from: Harrisburg Chapter NRHS, "Susquehannock" trip, c/o Mark Eyer, 283 Tanger Road, Boiling Springs, PA 17007-9550 (website: nrhs-hbg.pennsyr.com).

OCTOBER 20: "Autumn Color Express" from Washington, DC to Harpers Ferry and Martinsburg, WV and return via CSX's ex-Baltimore & Ohio lines, sponsored by Washington,

OCTOBER 27: "Royal Blue" one-way rare-mileage excursion from Baltimore, MD to Philadelphia via CSX's ex-B&O Philadelphia Subdivision, powered by Juniata Terminal E8's #5711 and 5809. Seats in newly-refurbished parlor car *Juniata* are available for \$300 per person from Harrisburg Chapter NRHS. Following the AAPRCO convention, train will leave B&O Museum, Baltimore, at 7:30 AM operating to Park Junction and "River" interlocking in Philadelphia, then terminating at Amtrak's 30th Street Station. Order tickets from: Harrisburg Chapter NRHS, "Royal Blue" Trip, c/o Mark Eyer, 283 Tanger Road, Boiling Springs, PA 17007-9550 (website: nrhs-hbg.pennsyr.com).

OCTOBER 27: First annual CNJ Railroad Festival at former Jersey Central Terminal, Jersey City, NJ, 10 AM-5 PM. There will be miniature train rides, railroadiana for sale, displays, model train layouts and living history re-enactment. For information, telephone 201-915-3440 (website: www.cnjfestival.com).

NOVEMBER 2: Night photo excursion on SEPTA's West Philadelphia trolley lines, sponsored by Wilmington Chapter NRHS. Special PCC car will leave Elmwood depot, Elmwood & Island Avenues, at 5 PM. Fare: \$35 per person. Order tickets from: Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860-1003, enclosing stamped, self-addressed envelope. For information, telephone 973-383-3355 (9 AM-5 PM).

NOVEMBER 2-3: Greenberg's Great Train Show at South Jersey Expo Center, Pennsauken, NJ, 10 AM-4 PM both days. Admission: \$7 adults, \$2 children (6-12), good for both days. Philadelphia Chapter will be represented with a sales and membership table. For information, visit website: www.greenbergshows.com.

NOVEMBER 9: "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

(Continued on Page 8)

Take Me Out to the Ball Game (to watch trains)

by Rodger Fredrick

It was autumn, 1949. I was starting my final year of high school at Hershey, PA and after ten long, boring years in Chocolate Town, I jumped at any opportunity to leave town, even if only for a few hours. So, when volunteers were needed to cheer our football team at a game in Coatesville, I was sure ready!

We arrived in Coatesville as darkness fell and just after sitting down in the grandstand, I heard a roar and turned to see a GG1 zooming west with the *General*. After a second westbound rolled by, I quickly lost interest in the game, I moved to the stands closest to the Main Line, for the real action was on the PRR.

I don't have a 1949 PRR timetable, but according to my 1950 *Official Guide*, I saw most of the "fleet" that evening. Following the *General* (which I believe was combined with the *Trail Blazer* by 1949) came the *Broadway Limited*, "*Spirit of St. Louis*", *Red Arrow*, *Cincinnati Limited*, *Pennsylvania Limited*, *Northern Express* and possibly the *Indianapolis Limited*, plus the eastbound *Duquesne*. There were most certainly a few freight trains mixed in, too. Our Hershey team lost the football game, but I really didn't care, because in my mind, I won! That football field is still there today, and whenever I pass it on Amtrak, I remember the night in 1949.

We'll now move the calendar ahead to Tuesday, August 6, 2002. I noted in the *Inquirer* sports pages that the Wilmington Blue Rocks had a rare midweek afternoon game at Frawley Stadium. With the idea that I might be able to keep tabs on the Amtrak Northeast Corridor, perhaps reproducing my 1949 experience, I jumped on SEPTA's R2 train to Wilmington. I had no such luck, however, since I could see only the top portion of passing trains from the highest row of seats in the left field bleachers. The roar of motor traffic on adjacent I-95 made it impossible to hear trains in either direction. Disappointed, I left after the sixth inning.

Oh Well! Maybe I could catch some Amtrak action from Trenton's Waterfront Park (with binoculars). Sic transit!

(Editor's Note: The single-A Atlantic League Bridgeport (CT) Bluefish play at Harbor Yard, immediately adjacent to Amtrak's Northeast Corridor. This team is in the same league as the Camden (NJ) Riversharks, whose Campbell's Field is next to the Ben Franklin Bridge, where you can watch PATCO operations if the game seems dull!)

Chalfont PBA Train Show Saturday, November 16, 2002

9 AM - 3 PM
Lenape Middle School
313 West State Street
Doylestown, PA

Admission: \$3.00 per person (Kids under 12 Free)

EXTRA LIST (Continued from Page 7)

adults, \$45 children (4-15), children (3 and under) \$15. For information, telephone 717-334-6932 (website: www.gettysburgrail.com).

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.rtmuseumpa.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 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.

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).

Budd RDC Quiz Answers

In the August issue of *Cinders*, we published a "Second Section" of the Budd RDC Quiz which appeared in the May issue. We (you) were challenged by *Trains* Senior Editor Dave Ingles with some additional operators. Here are the correct answers:

- 36 - PP (Duluth, Winnipeg & Pacific)
- 37 - RR (Esquimalt & Nanaimo)
- 38 - MM (Massachusetts Bay Transportation Auth.)
- 39 - NN (Northern Pacific)
- 40 - SS (SEPTA)
- 41 - TT (VIA Rail Canada)
- 42 - LL (Louisville, New Albany & Corydon)
- 43 - JJ (Cape May Seashore Lines)
- 44 - KK (Chesapeake & Ohio)
- 45 - OO (Duluth, South Shore & Atlantic)
- 46 - QQ (Quebec, North Shore & Labrador)

Hope you scored well on this one.

HIS and HERS Railroad Trivia Quiz

By Roy L. Hudson

INSTRUCTIONS: All *Cinders* readers need to do is match the numbered clue to a letter answer on the form at the bottom of the page. There are a few more answers than clues, so it's won't be as easy as it looks. In some instances, initials are used in lieu of first names in an attempt to increase the degree of difficulty. Beware!---there may be a few snakes in the woodpile! Happy hunting!

- | | |
|---|---|
| <ol style="list-style-type: none"> 1. The Pennsylvania Railroad had only one train named for a specific man. He was..... 2. His "Big John" reduced corn rates and annoyed the barge lines. 3. This "diva" always called it "The Atchison, Topeka and <u>The</u> Santa Fe". 4. The ten streamlined units with "Scullin Disk" drivers were his design. 5. This head of state never tipped a Pullman porter more than 15 cents. 6. He commuted on the Erie around the time he authored "Trees". 7. His 1941 work "The Steel King" may have made the P&LE call its train the same. 8. The "Immortal One" got his start on the "Rebel Route". 9. Heroine of the Omaha Line, she had a passenger train named in her honor. 10. His company sold more steam locomotives than any other. 11. A famous C&A locomotive not named for a real person. 12. Jim Fisk, "The Prince of Erie", tried to make his girlfriend an actress. 13. His rickety trolley featured "The Skipper" and "powerful Katrinka". 14. The DT&I may have the best "sugar daddy" of them all. 15. This artist is more famous than her brother who built Penn Station. 16. A NYCRR mechanical engineer, he devised a system of locomotive classification. 17. He recorded an early Victor record version of "The Wreck of Old 97". 18. She was the "Postmistress" in the 1939 movie "Union Pacific". 19. First U. S. President to ride a train, although after his term was up. 20. His famous Santa Fe waitresses were named after him. 21. Part of a PRR subsidiary, she was redesigned by Raymond Loewy. 22. His steam locomotives and tenders were usually on one frame. 23. He created and directed the popular 1939 "Railroads on Parade". 24. A PRR/PRSL train was named after this "worldly" reporter. 25. He was well-known for his "train connection" jitneys. | <ol style="list-style-type: none"> A. Nancy Hanks B. Fontaine Fox C. T. Edison D. Vernon Dalhart E. I. M. Alco F. Joyce Kilmer G. John Bull H. F. M. Whyte I. B. Stanwyck J. M. Baldwin K. Johnny Cash L. J. Garland M. F. Parmalee N. F. Harvey O. H. Dreyfus P. Nellie Bly Q. Edward Hungerford R. J. Q. Adams S. Princess Anne T. G. Teller U. John Henry V. C. Coolidge W. Josie Mansfield X. M. M. Forney Y. H. Ford Z. Mary Cassatt AA. Bill Brosnan BB. Bob Butterfield CC. Kate Shelley DD. J. L. Jones |
|---|---|

HIS and HERS Railroad Trivia Quiz Answer Sheet

1. _____	7. _____	13. _____	19. _____
2. _____	8. _____	14. _____	20. _____
3. _____	9. _____	15. _____	21. _____
4. _____	10. _____	16. _____	22. _____
5. _____	11. _____	17. _____	23. _____
6. _____	12. _____	18. _____	24. _____
25. _____	YOUR NAME _____		

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