

# CINDERS

## SEPTEMBER 2002



### IN THIS ISSUE

Philadelphia Chapter News.....	1, 2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
Extra List.....	7
Pennsylvania Railroad Quiz.....	9

Volume 63

Newsletter of the

Number 8

PHILADELPHIA CHAPTER

National Railway Historical Society

Post Office Box 7302

Philadelphia, PA 19101

## “Star Spangled Rails” 2003 NRHS Convention to be held in Baltimore

### FP7’s 902-903 Possible Participants in Fair

NRHS and the Railway & Locomotive Historical Society have announced that they will hold a joint convention, named **STAR SPANGLED RAILS – Baltimore 2003** in nearby Baltimore, Maryland from July 1-6, 2003. The event, hosted by Washington, DC Chapter NRHS and the R&LHS, will offer exciting mainline excursions, auxiliary trips, educational seminars and the usual annual banquet. In addition, there will be non-rail excursions to see the history and culture of Maryland.

**Star Spangled Rails** will coincide with the 175<sup>th</sup> anniversary of railroading in the United States and will occur at the height of the B&O Railroad Museum’s “America on Track” celebration. The highlight of this celebration will be a recreation of the 1927 *Fair of the Iron Horse*. The fair will include special exhibits at the museum and Baltimore’s Carroll Park.



Railroad equipment of all kinds and vintages will be on display, something special no one will want to miss. The joint Lancaster-Philadelphia, NRHS FP7 Committee has applied to the B&O Museum for our Reading FP7’s 902-903 to participate in the celebration, and we have indicated to the Convention people that the units would be available for excursion use if desired. Besides all of the exciting public events of the *Fair*, special private events for **Star Spangled Rails** attendees only are being planned in conjunction with the B&O Museum.

Along with planned convention activities, Baltimore offers many attractions, among them the Inner Harbor, the Maryland Science Center, Baltimore Zoo and the National Aquarium. Historic Fort McHenry, where the National Anthem was written is nearby. In the downtown area, Orioles Park at Camden Yards is convenient to the Convention hotel which will be the Wyndham Baltimore Inner Harbor at 101 West Fayette Street. Baltimore is well-known for its many Inner Harbor area restaurants and shops, and, to top off **Star Spangled Rails**, there will be the huge annual Fourth of July fireworks, courtesy of the City of Baltimore.

## MEETING NOTICE:

**FRIDAY EVENING, SEPTEMBER 20, 2002**

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

Dinner at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM  
Parking in Wills Eye Hospital garage, 9<sup>th</sup> Street above Locust  
(\$6.00 after 6 PM), Parkway garage, also 9<sup>th</sup> above Locust  
(\$5.75 after 6 PM), or Downtown Garage, Walnut Street east of  
10<sup>th</sup> (\$4.00 after 6 PM)

Our September 20, 2002 program will feature a narrated program of vintage slides presented by Chapter Member Art Milks. Art’s show is expected to feature a lot of Northeast railroading taken in the 1950’s and should provide some real treats.

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, SEPTEMBER 17, 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 expect all meetings in the 2002-2003 year to be held in the Faculty Club, on the second floor of the Alumni Hall. We urge you to come out on Friday, September 20, and see Member Art Milks’ vintage rail views. Looking forward a month or two, planned for October 18 is Member Paul Kutta with an attraction slide show, and on November 15 we’ll have another slide auction.

Railfans and non-railfans alike will not want to miss **STAR SPANGLED RAILS – Baltimore 2003**, less than 100 miles from Philadelphia via Amtrak or Interstate 95. The pre-registration fee for the Convention is \$35.00, and pre-registration is open from now until January 31, 2003. A pre-registration form is included in the NRHS News which was recently mailed to members with *National Railway Bulletin*, Volume 67, Number 1, 2002. Updated information on **Star Spangled Rails** may be secured from the official convention website at [www.starspangledrails.org](http://www.starspangledrails.org).



**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) 233-1761  
Sales.....Dave Kopena (215) 671-0605  
Trip (temporary).....R. L. Eastwood, Jr. (215) 947-5769

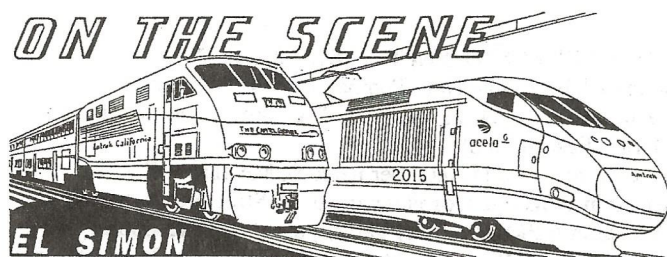
**MEETINGS:** 7:30 PM, third Friday of each month (except second Friday in December), at Faculty Club, Second Floor, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner (optional) at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM. No meeting July or August.

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

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

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



**EDITOR'S NOTE:** It is with regret that we inform you that longtime Member Elbert Simon suddenly has decided to discontinue his column, "On The Scene". Elbert has extensive knowledge of the passenger equipment histories of many rail properties as well as some unique access to current Amtrak information. Unfortunately, he has taken the position that he has exclusive rights to these data. Our view is that this hobby is about the sharing of knowledge and information for the enjoyment of all. We will explore other avenues of gathering important Amtrak and historic equipment data with the goal of providing it to you.

*R. L. EASTWOOD, Jr., Editor*

## AAPRCO to Hold Annual Convention in Baltimore

The American Association of Private Railroad Car Owners will hold its 25<sup>th</sup> annual convention October 22-27 in Baltimore, based at the B&O Railroad Museum.

As with every AAPRCO convention, a fleet of privately-owned cars will be on hand, many of them arriving in two special trains. The "Eastern Special," to be hauled by Juniata Terminal's famed ex-Pennsy E8's #5711 and 5809, will originate in Philadelphia on Saturday, October 19 (see "Extra List" elsewhere in this issue). The train will follow a circuitous route over Amtrak, Norfolk Southern and R. J. Corman rails to Harrisburg, Keating, Clearfield, Cresson and Pittsburgh, PA before turning east on CSX's former Baltimore & Ohio mainline to Cumberland, MD and Baltimore. The last leg of the trip will be over the freight-only Old Main Line from Point of Rocks to Baltimore, arriving at the B&O Museum on the afternoon of the 22<sup>nd</sup>. On Sunday, October 27, as the convention concludes, the train will return to Philadelphia via CSX's ex-B&O line.

The "Western Special" will depart Chicago on October 22 behind Amtrak power, and follow a routing via CSX, Wheeling & Lake Erie and CSX to Baltimore. On October 27 the train will leave Baltimore via CSX, follow NS's Port Road branch and Buffalo Line to Keating, then Corman to Clearfield and Cresson, NS to Pittsburgh, Cleveland and Chicago, arriving there late on the 28<sup>th</sup>.

In most cases, the trains are intended only for AAPRCO members and guests, although some services will be open to the public (see "Extra List").

## Chapter Meeting Dates Announced For 2002-2003 Season

Philadelphia Chapter has scheduled its monthly meetings for this coming season on the following Fridays:

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

Please note that our December meeting will be held on the usual **second** Friday. Also, the April, 2003 meeting will be on the **second** Friday to avoid religious holidays in that month.

Unless otherwise notified, all meetings will be held in the Faculty Club on the second floor of Jefferson Alumni Hall, 1020 Locust Street, Philadelphia. A sit-down dinner at \$20 per person will be served at 6:15 PM, followed by the business meeting and entertainment at 7:30.

**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



# PHILADELPHIA



FRANK G. TATNALL, JR.



## SEPTA REGIONAL RAIL

In the very hot summer of 2002, SEPTA often was forced to reduce its train speeds when the temperature exceeded 90 degrees after 11 AM. Although this resulted in somewhat slower service, it was considered necessary because of the effect that extreme heat can have on both rails and catenary .....After AMTRAK was forced to curtail its Acela Express service last month (see below), it tried to alleviate the resulting equipment shortage on the Northeast Corridor by borrowing locomotives and cars from various commuter authorities. On August 15 SEPTA responded by leasing five push-pull cars to Amtrak, #2506-2511-2513-2523-2525.....Locomotive-hauled push-pull trains returned to the R3 West Trenton line last month, after almost a two-year absence. Effective August 19, they began running on expresses 6325 and 6374 (Larry Eastwood).

The Railroad Division is in the process of closing the last of its towers in the field (see June, August *Cinders*). All of SEPTA's owned and operated lines will then be supervised from six dispatcher positions in the new Control Center at 1234 Market Street.....The much-delayed \$6.3-million restoration of Overbrook station has been set back yet again, with completion now set for March 2003 (DVRPC).....Conversion of the old Reading freight station at Doylestown is underway. Two years ago a restaurant planned to move into the building ..... An article in the August 23 edition of the *Inquirer* cites the advantages of the Radnor Financial Center, a high-end Main Line office park recently purchased by the Rubenstein development firm from Wyeth-Ayerst. The story quotes one tenant who praised the convenience of the location, saying that his "commute is eight minutes" and that "we can take the (R5) train to functions at the Union League in center city." He also noted that it's easy to get to the Airport or to take an AMTRAK train to New York.

Two construction projects are responsible for changes in train schedules on the R3 West Trenton and R8 Fox Chase lines, effective September 3. As previously reported, strings of welded rail were dropped along the two miles of railroad between Cheltenham Junction and Fox Chase. These are now being installed, replacing jointed rail laid by the Reading in the early 1960's, and 4,000 ties are to be replaced. Midday shuttle buses will be operated Monday-Friday until December between Fox

Chase and Fern Rock. On the R3 Neshaminy Line, continuing catenary renewal work dictates a further change in train schedules, which will continue until mid-2003.....On Sunday morning, September 8, SEPTA and the North Penn Volunteer Fire Company scheduled an emergency training exercise at North Wales. This forced bus substitution for six R5 trains between Lansdale and Gwynedd Valley stations.....A man committed suicide on August 22 by jumping in front of R6 train #6635 in Manayunk.



## SEPTA TRANSIT

The automatic train control system now being installed on the Market-Frankford Line will operate mainly with cab signals, eliminating wayside signals except at interlockings. The new state-of-the-art system, based on microprocessor technology, will replace the existing 75-year-old color light signals and allow bi-directional operation on either track. The \$108-million signaling project, due for completion late next year, will include installation of a new interlocking in the subway at 40<sup>th</sup> Street. At present, the MFSE line handles about 175,000 weekday passengers at its 28 stations between 69<sup>th</sup> Street Terminal and the Frankford Transportation Center.

The next step in SEPTA's proposal to extend the Route 100 Norristown High Speed Line to King of Prussia Mall (see June *Cinders*) will be presentation of the consultant's alternatives analysis. This will take place at a public meeting on Thursday, September 19, starting at 7 PM, in Room A of the Holiday Inn on Mall Blvd., King of Prussia.....The *Daily News* ran an article on August 26 suggesting that the long-discussed Roosevelt Blvd. rapid transit extension would provide relief for many of those now driving on the notoriously dangerous highway. Last winter, Mayor Street decided that building the transit line in an open cut from a connection with the Broad Street subway to Byberry Road would be the preferred alternative, costing about \$2.6 billion.....Columnist Inga Saffron, writing in the *Inquirer* last month, criticized SEPTA's newly-opened escalator canopy at 15<sup>th</sup> & Market Streets. She called the glass-enclosed structure, along with the recent makeover of nearby LOVE Park, "slapdash architecture" which may show that "Philadelphia is running low on self-esteem." The new entrance to the concourse is part of a \$50-million revamping of Suburban Station, due for completion in 2005 (see August *Cinders*).

(Continued on Page 4)



## PHILADELPHIA EXPRESS

(Continued from Page 3)

Full trolley service on Route 36 resumed September 1, following the installation of 8,800 feet of new track on Elmwood Avenue and on Lindbergh Blvd. at 54<sup>th</sup> Street..... A passenger was electrocuted the night of August 14 when he fell onto the third rail at the westbound 15<sup>th</sup> Street station of the Market Street subway.....Thousands of Market-Frankford Line passengers were bused between center city and 52<sup>nd</sup> Street during the morning rush hour of August 15, after a work train broke down at 34<sup>th</sup> Street. Reportedly, the train leaked hydraulic fluid over a considerable distance in the subway.....That KYW-sponsored "Big Blue Bus" we have been writing about—the one that offers free rides on Tuesdays—has been identified as SEPTA #5385.....The American Public Transportation Association reports a decline in mass transit ridership in the first quarter of 2002, the first such drop in several years. Commuter rail ridership in the U.S. was 2.39 percent lower than in the same period of 2001 and heavy rail transit riding was off by 3.17 percent, which APTA attributes to reduced employment in urban areas (*Weekly Rail Recap*).....Area artists are being invited to participate in Media's "Art on Rails" competition, in which trolley cars may be depicted in any medium. Entries are due by September 18 at Media Borough Hall. For information, telephone Alicia Regotti at 610-565-6210 (Rodger Fredrick).



# AMTRAK

August was a very bad month for AMTRAK's showcase Acela Express service. On Tuesday the 6<sup>th</sup> Amtrak announced that a host of mechanical and computer-related problems would force a reduction in its premium-fare service on the Northeast Corridor, as all 18 of the sleek Acela trainsets currently in operation would be shipped on a rotating basis for repairs and modifications. But Amtrak promised that its conventional Metroliners—which the previous management had planned to phase out—would be used to fill the void. While the luxurious high-speed trains have proven popular with business people, luring many of them away from the air shuttles, they also had become notoriously unreliable. Amtrak figures showed that during July only 74 percent of Acela Expresses reached their destinations within 15 minutes of scheduled arrival times, a new low. Meanwhile, the blame game continued between Amtrak and the Bombardier-Alstom consortium that built the trains. Amtrak President David Gunn told the press that the railroad will never order another Acela Express, leaving in doubt whether the last two trains in the 20-set order would be accepted.

Then, on August 13, the ax fell. AMTRAK said that it was temporarily suspending all Acela Express service because of a potentially dangerous flaw in the power cars. On several of these units maintenance crews found cracks in the stainless-steel brackets which support devices called yaw dampers. These serve as a stabilizer or shock absorber under the locomotive to reduce lateral motion and truck hunting. It was feared that if one of these yaw dampers fell on the track a derailment could result. (There are two locomotives per train and four damper assemblies on each locomotive.) Ticketed passengers were offered space on Metroliner trains and given a credit for the difference in fares. The next day two trainsets which passed inspection were returned to

service as Bombardier and Amtrak engineers worked furiously to come up with a fix for the defect. By the following week five Express sets were on line, while 11 others were found to have some cracking in one or more of their yaw damper brackets.

But in this good-news-bad news drama, on Thursday, August 15, AMTRAK again was forced to sideline all 18 of the Acela trainsets as previously unseen cracks were discovered. To make matters worse, similar problems were found in one of the streamlined Bombardier-built HHP-8 locomotives used to haul conventional trains. The shopping of all 15 of these electrically-powered units created a real motive-power crisis, on top of the capacity crunch in passenger cars. Just 41 AEM-7's and E60's were available, seven short of the units needed for a full slate of conventional service. But Amtrak said that it would double the number of Metroliner departures to help accommodate its customers. Still, the railroad had to scramble to equip some of its other trains, borrowing locomotives and/or cars from several commuter authorities including MARC, NJ TRANSIT and SEPTA. The press reported that the disruption of Acela Express service was costing Amtrak up to \$1 million a day in lost revenues, and capacity on the Corridor was cut by about 25 percent. (On a normal weekday the Expresses carry as many as 10,000 fare-paying passengers.) AMTRAK Chief Mechanical Officer Jonathan Klein was quoted as saying, "Bombardier has given us lavish assurances that they will have the mother of all fixes in a short time, and we are duly skeptical."

By Monday, August 19, AMTRAK was able to restore about 60 percent of its Acela Express service after repairs were made over the weekend to nine of the trainsets. The work was performed at facilities in Washington, Philadelphia, New York and Boston. But—oh, boy!—new cracks in some of the yaw damper brackets were found the next day and only two sets ran on the 21<sup>st</sup> and five on the 22<sup>nd</sup> and 23<sup>rd</sup>. To add to the misery, fine cracks were discovered in the side sills of the power cars close to where the brackets are attached. More than 100 engineers, welders and other employees were assigned to the repair project. Gradually, more trains were returned to service, until by August 30 seven sets were operating out of the 15 needed for normal service. That level was to be maintained over the Labor Day weekend, with expanded conventional service available. But Amtrak still was unable to predict when full Acela Express service would resume. (Each day, passengers can determine which trains have the Express equipment by logging on to Amtrak's website at [www.amtrak.com](http://www.amtrak.com).) The high-speed program was dedicated amid much fanfare on July 3, 1996, and more than six years later it has yet to become a reliable transportation link in the Northeast United States (Amtrak news reported by NARP, Amtrak, *Trains, Railway Age, Weekly Rail Recap, New York Times, Inquirer*).

Aside from the Acela crisis, David Gunn has been pressing ahead with his overhaul of AMTRAK's management hierarchy. He said last June that the reorganized Operating Department would follow the lines of a traditional railroad structure, employing job titles that clearly convey the individuals' responsibilities. The transition to the new organization that began in July is expected to be complete by October 1. Eliminated are the three strategic business units (Northeast Corridor, Intercity and Amtrak West), and in their place is an entity headquartered in Washington under Chief Operating Officer E.S. Bagley, Jr. He will have seven direct reports, among them Vice President of Operations E.V. Walker, Chief Mechanical Officer Jonathan Klein, Chief of System Security & Safety E.R. Frazier and Chief of

(Continued on Page 5)



# PHILADELPHIA EXPRESS

(Continued from Page 4)

Operations Planning John F. Tucker III. Like Gunn himself, both Klein and Tucker are former SEPTA managers, Tucker having served as chief officer of the Railroad Division in the 1980's. He will now be responsible for all Amtrak scheduling systemwide.

Reporting to Walker are the general managers of the two operating regions, Lynn M. Bowersox of the Eastern Region based in Philadelphia and William B. Duggan of the Western Region based in Los Angeles. Bowersox formerly headed the Northeast Corridor and Duggan Amtrak West. The Eastern Region will be made up of four existing divisions, each under the leadership of a superintendent: New England (Boston), Metropolitan (New York), Mid-Atlantic (Washington) and Southern (Jacksonville, FL). The Western Region will contain three divisions: Central (Chicago), Southwest (Los Angeles) and Pacific (Oakland, CA). Mail & Express will be considered a separate "region," and continue to be headed by ex-CONRAIL Executive Lee Sargrad. The Central National Operations Center in Wilmington will continue to function pretty much as it did before, handling crew dispatching and equipment deployment nationwide (NARP).

AMTRAK's battle for survival will continue this month as it presses Congress for the \$1.2-billion appropriation that Gunn says is needed to continue the present level of service in Fiscal Year 2003. The Bush Administration, on the other hand, is insisting that it will not consider more than the \$521 million previously committed unless there is a "meaningful down payment" on the major changes in Amtrak spelled out in the DOT plan submitted to Congress last June (see August *Cinders*). Lawmakers are returning to Washington this month to start work on the 13 appropriations bills required to keep the government running when FY 2003 begins on October 1. Among them is the transportation appropriations measure which would include Amtrak's funding. The Senate Appropriations Committee has approved a transportation spending bill with the \$1.2 billion for Amtrak, but to date no companion legislation has been introduced in the House. It is possible that continuing resolutions will be approved to keep most Federal spending at the 2002 level until after the November elections.

The U.S. Postal Service has renewed its contract with AMTRAK to carry the mails on 43 trains between 42 stations on the nationwide system. The base cost is \$80 million per year, not including overflow volumes. The new contract also specifies higher penalties whenever Amtrak fails to meet requirements for on-time performance and service quality (*Railway Age*)..... AMTRAK's four busiest stations in 2001 were: New York Penn Station (8.6 million boardings and alightings), Philadelphia 30<sup>th</sup> Street (3.8 million), Washington Union Station (3.5 million) and Chicago (2.2 million).....Last month AMTRAK offered a 20-percent discount on all tickets purchased through its website ([www.amtrak.com](http://www.amtrak.com)) up to September 2.....As part of Gunn's summer economy drive, AMTRAK has laid off 88 reservations personnel.....AMTRAK is enforcing a new rule limiting carry-on baggage to two pieces per passenger (not including briefcases, pocketbooks and the like).

In reference to David Gunn becoming president, USA Today quoted an officer of one AMTRAK union as saying, "I would be worried about Amtrak's ability to survive were it not for

his accepting this job".....Last month, AMTRAK and PennDOT once again scheduled a ceremony in Harrisburg to formally announce the start of their joint \$140-million Keystone Corridor improvement project. And, once again, the ceremony had to be postponed, this time because Amtrak reportedly could not spare any equipment for a display. Nonetheless, work on catenary renewal and signal upgrading is already underway, and installation of welded rail east of Middletown is to begin this month. The goal is to increase track speeds in some areas to 110 mph and cut the Philadelphia-Harrisburg travel time from two hours to 90 minutes (NARP, *Trains*).....That historic iron bridge removed from AMTRAK's Harrisburg line right-of-way near Ronks, PA and donated to the Railroad Museum of Pennsylvania (see August *Cinders*) has been replaced by a new \$400,000 bridge. In doing so, AMTRAK honored a 100-year-old agreement with a local farmer to provide a safe crossing for his cattle and equipment (Sheila Dorr, PRRT&HS).....Last month, a group of volunteers led by AMTRAK Engineer Jim Audley mounted a sculpture in the concourse of 30<sup>th</sup> Street Station to honor the victims of the September 11 terrorist attacks and the workers who labored to clear the sites. The metal sculpture, entitled "September 12" because it is intended to give the events an historical perspective, has since been moved to Penn Station in New York.



CSX  
NS  
OTHER ROADS

Rumors are flying that CSX and NORFOLK SOUTHERN are planning to reduce CONRAIL's role in the New Jersey/Philadelphia and Detroit Shared Assets areas. Already, the Conrail police force has been absorbed into the CSX and NS forces, and further shifts of responsibilities may be planned .....Several shippers, among them chemical manufacturers, have told the Surface Transportation Board that it should continue its oversight of the CSX-NS takeover of CONRAIL for another two years. The shippers were especially concerned over what they said were increasing problems in the Conrail Shared Assets areas and the possibility that the two parent roads might take over direct control of those territories, reducing effective competition in North Jersey and elsewhere. The railroads asked that they be relieved of the obligation to file formal annual reports detailing their operational progress (*Traffic World*) .....CSX says that so far this year its five-day-a-week Tropicana orange juice train has arrived in Jersey City, NJ 96.3 percent on time. This is up from 82 percent in 2001 and 40 percent in 2000, reflecting CSX's improving service since the CONRAIL takeover in 1999. The train runs over a 1,200-mile route from Bradenton, FL in less than 48 hours, much to the delight of the customer (*Bull Sheet*).

After a long legal battle (see June *Cinders*) NORFOLK SOUTHERN finally closed its huge ex-Pennsy carshop at Hollidaysburg, PA on July 18. This was a year and a half after the closure was first announced (Harrisburg Chapter)..... NS began operating its Buffalo-Allentown trains 40T and 41T via Binghamton, Scranton and the former Lehigh Valley line on August 26. The only other pair of through trains using the former Pennsy Buffalo Line to Harrisburg also will be diverted (*Railpace*).....In last month's column we inadvertently

(Continued on Page 6)



# PHILADELPHIA EXPRESS (Continued from Page 5)

misspelled the name of NS Regional Vice President Richard Timmons, who has been elected president of the American Short Line & Regional Railroad Association.

Last month, the *Inquirer* ran two lengthy articles and an editorial on NJ TRANSIT's nearly-completed light rail line between Camden and Trenton. The stories described the differences of opinion in the older river towns such as Burlington, Florence, and Riverton over the impact of the diesel-powered line, which will run during the day and evening while CONRAIL freights are confined to the late-night hours. Some residents welcome the convenience of the new service, and believe that it will enhance property values as did the PATCO high-speed line years before. Others decry the presupposed negative impact of the light rail trains on safety and property values along the former Pennsy and Conrail freight line. Passenger service is scheduled to begin next spring, with projected daily ridership of fewer than 10,000. The *Inquirer* pointed out that this probably was not the best place to build a light rail line, but that "NIMBY" opposition had thwarted earlier proposals for a similar operation into more populous locations such as Glassboro or Mount Holly, where ridership would have been higher. But the communities along the new route can still benefit from it, the newspaper said, and should cooperate to help increase ridership, safety and economic benefits. NJT Executive Director George Warrington reportedly concedes that the 34-mile line will actually cost close to \$900 million, rather than the contracted price of \$604 million.

Bridgeton (NJ)-based WINCHESTER & WESTERN has been named Short Line Railroad of the Year by *Railway Age Magazine*, and READING, BLUE MOUNTAIN & NORTHERN headquartered at Port Clinton, PA is Regional Railroad of the Year. "This year's awards are unusual in that they recognize a single marketing strategy," said Robert P. DeMarco, the magazine's publisher. The two roads were nominated for the awards by their Class I connection, NORFOLK SOUTHERN, which participates in the northbound movement of construction sand from Newport, NJ to Leesport, PA, and the return move of crushed limestone to Bridgeton, NJ, using the same cars.....Genesee & Wyoming has sold its recently-acquired PENN EASTERN RAIL LINES to John Nolan, who had operated the company until its sale to Emons Transportation several years ago. Emons, which also operates YORK RAILWAY and ST. LAWRENCE & ATLANTIC, has now been purchased by G&W, which found the Penn Eastern branches superfluous to its larger-scale operations. Nolan also operates EAST PENN RAILWAYS on SEPTA-owned track out of Quakertown. The Reading Company Technical & Historical Society is interested in acquiring Penn Eastern GP7 #1506, which originally was Reading #621 (Richard Adam).

Construction is underway on NJ TRANSIT's new passenger train yard in Morrisville, which will include 12 electrified tracks, a 1,200-foot inspection track, a crew quarters building and a new interlocking. When completed in summer 2003, the new yard will relieve NJT's crowded facilities on the Trenton side of the Delaware River. A second phase of the project will include 12 more storage tracks, additional inspection tracks, a car washer and a wheel truing machine. When completed in 2006, the yard will have storage space for up to 250 railcars for NJT's expanding Northeast Corridor service, including its takeover of AMTRAK's present Clocker service (*Railway Age*).....

NJT says design work for a new Trenton station is moving forward in spite of the agency's current budget crunch.....PATCO riders within three years will be using an E-ZPass-type of ticket, replacing the present magnetic-card system which has been in use for more than 30 years. The Delaware River Port Authority board last month approved a consultant's contract to design a "smart card," with which riders can put money into their accounts and fares are deducted every time they pass through a station turnstyle.

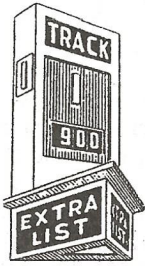
Members of the United Transportation Union have overwhelmingly approved a new wage and job-protection agreement with major U.S. railroads, including CSX and NORFOLK SOUTHERN. The agreement provides for cost-of-living wage increases of four percent effective last July 1, 2.5 percent in 2003 and three percent in 2004, and replaces the old two-tier mileage-based pay scale with a system based on trip rates (*Traffic World*).....The Federal Transportation Security Administration is developing a mandatory identification card to be carried by every worker—railroader, trucker, dock worker or airport employee—who has access to secure areas in the nation's transportation system. The TSA was created by Congress after the September 11 attacks to oversee the nation's security procedures (KYW Newsradio).....President Bush has nominated Roger Nober to become chairman of the Surface Transportation Board, replacing Linda Morgan whose term is expiring. Nober is a lawyer with a highway background, a former U.S. DOT employee and officer of the American Trucking Associations.

Transportation Secretary Norman Mineta has asked Congress for authority to assess "user fees" against railroads, to help pay for safety-related activities performed by the Federal Railroad Administration. Not surprisingly, the railroad industry is not pleased, contending that the fees would be discriminatory and cost it at least \$100 million a year (*Railway Age*).....Original Camden & Amboy wooden coach #3, dating from 1836, has been loaned by the Smithsonian Institution to the Railroad Museum of Pennsylvania, for display with the museum's replica of the C&A John Bull. The second oldest surviving passenger coach in the U.S., #3 will remain at Strasburg for the next three years.....Ex-Pennsy GP30 #2233 has been returned to the Railroad Museum of Pennsylvania from NORFOLK SOUTHERN's Juniata Shop, where it became CONRAIL 2233.....Because of slow progress on the restoration of K4 #1361 at Steamtown, the locomotive will not be steamed up before next summer at the earliest.....Here is an item from Philadelphia Chapter's archives. In the October 1972 issue of *Cinders* the following notice appeared: "Once again we take a moment to mention that attire for Chapter meetings is coat and tie. Since we are guests of the Engineers' Club, it is proper that we all should be attired to fit the surroundings." How times have changed!

**Philadelphia Chapter, NRHS**  
**2<sup>nd</sup> 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*.**





THROUGH SEPTEMBER 20, 2002:

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

SEPTEMBER 21-22: "All Aboard Days: Reinventing the Wheel" weekend at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD. Special displays, exhibits and tours of Federal Railroad Administration's T-16 research car will be featured, 9 AM-5 PM both days. Regular admission charges apply. For information, telephone 410-752-2490 (website: [www.borail.org](http://www.borail.org)).

SEPTEMBER 22: Special tour aboard SEPTA PCC trolley on Route 23 trackage from Chestnut Hill to historic Germantown and return, sponsored by Walk Philadelphia, the Chestnut Hill Community Association and Philadelphia's Historic Northwest Coalition. Participants will meet at Chestnut Hill trolley loop at 1 PM, for a walking tour of Chestnut Hill. After a trolley ride down Germantown Avenue, another walking tour will be conducted in Germantown, including the Ebenezer Maxwell mansion and the Wyck Museum gardens. This event is in its fifth year, but September 22 is the only time it will be offered in 2002. Fee: \$22 per person. Advance reservations should be made by telephoning 215-848-9141.

SEPTEMBER 22: Open house at Phillipsburg Railroad Historians, South Main Street, Phillipsburg, NJ, 10 AM-4 PM. Among displays will be first public showing of Lehigh Valley Chapter's restored 1922-vintage Mack railbus acquired from Chestnut Ridge Railway. Antique trucks and buses will be on display, and rides on Centerville & Southwestern miniature railroad will be offered. Museum and gift shop will be open. For information, telephone 908-859-1277.

SEPTEMBER 28: 14<sup>th</sup> annual Delaware Transportation Festival at Amtrak station, Front & French Streets, Wilmington, DE, 10 AM-5 PM, sponsored by DelDOT and Amtrak. Among the attractions are equipment displays (possibly including NRHS-owned ex-Reading FP7 locomotives), public service and sales tables, rides on a SEPTA train and food. The duPont Riverfest along the Christina River waterfront will be in progress at the same time. For information, telephone 302-760-2080.

SEPTEMBER 29: Rail Festival at historic Hoboken Terminal, Hoboken, NJ, 11 AM-6 PM, sponsored by NJ Transit. Equipment displays, railroaders and children's activities will be featured. This year it will be held on Sunday, in conjunction with the Hoboken Arts & Entertainment Festival. Admission is free.

SEPTEMBER 29: Annual Railroaders & Model Railway Show & Sale at Dieruff Senior High School, Irving & Washington Streets, Allentown, PA, sponsored by Lehigh Valley Chapter NRHS. Hours: 10 AM-4 PM. Admission: \$3 per person, \$5 families. For information, telephone Paul Kuehner at 610-261-0133.

OCTOBER 5: "Berkshire Foliage Flyer" Amtrak excursion from Boston, MA to Albany, NY and return, sponsored by Mass Bay RRE. Special train leaves South Station, Boston, at 7:40 AM, returning approximately 9 PM. Numerous optional

activities will be available at Albany. Rail fares: \$79 adults, \$49 children. Order tickets from: Mass Bay RRE, P. O. Box 4245, Andover, MA 01810-0814, making checks payable to "Mass Bay RRE" and enclosing stamped, self-addressed envelope. For information, telephone 978-470-2066 or e-mail to: [trips@massbayrre.org](mailto:trips@massbayrre.org) (website: [www.massbayrre.org](http://www.massbayrre.org)).

OCTOBER 5-6: Altoona Railfest 2002 at Altoona, PA, featuring display of live steam locomotives, chicken barbecue and other events at Altoona Railroaders Memorial Museum. The annual rail excursions from Altoona to Gallitzin, PA and return via Horseshoe Curve will also be operated. (There will be no tours of Norfolk Southern shops this year.) For information, telephone the museum at 814-946-0834 (website: [www.railroadcity.com](http://www.railroadcity.com)).

OCTOBER 5-6: "Capitol West" excursion train from Harrisburg to Altoona and Pittsburgh and return in connection with Railfest 2002, sponsored by Harrisburg Chapter NRHS. Powered by Juniata Terminal's restored Pennsylvania Railroad E8 diesels #5711 and 5809, the train will include MARC coaches and private cars **Dover Harbor** and **Kitchi Gammi Club**. Train will depart Amtrak station, Harrisburg, at 7:45 AM and arrive Altoona station at 12:15 PM after making a loop via Horseshoe Curve and Gallitzin. Train will operate two more Gallitzin trips, then depart for Pittsburgh, where passengers will stay overnight. It will return to Harrisburg on Sunday evening. Fares: for Saturday only, \$100 per person in coach, \$200 in private cars, including rail transportation to Altoona, admission to Railfest, barbecue chicken dinner, shuttle bus service in Altoona and bus return to Harrisburg Saturday evening. For both days, including the extension to Pittsburgh, \$250 in coach and \$350 in private cars. The train is expected to arrive in Harrisburg on Sunday about 8:30 PM. Order tickets from: Harrisburg Chapter NRHS, Railfest Trip, 637 Walnut Street, Harrisburg, PA 17101-1924, making checks payable to the Chapter and enclosing stamped, self-addressed envelope. For credit card orders, telephone 717-232-6221 (website: [nrhs-hbg.pennsyr.com](http://nrhs-hbg.pennsyr.com)).

OCTOBER 5, 19: 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.rbmnr.com](http://www.rbmnr.com).

OCTOBER 5, 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

(Continued on Page 8)









## PENNSYLVANIA RAILROAD QUIZ

1. Until the late 1940's the PRR operated a daily interline passenger train south from Pittsburgh to West Virginia. Name the other railroad involved in this operation.
2. What was the only PRR name train assignment handled by a rail motor car?
3. In the 1930's a PRR electrified main line had a grade crossing with a famous interurban company including a catenary turntable which accommodated both railroads' overhead. What was the location?
4. What PRR name train was regularly powered by doubleheaded G5's (4-6-0's)?
5. What was the railroad that served the central Pennsylvania coal fields which was equally owned by the PRR and NYC?
6. For a time in the late 1940's a Missouri Pacific "name train" operated through from Texas points to New York City via St. Louis and the PRR. It was?
7. Upon abandonment of electric train service between Newfield and Atlantic City in 1931, a short electrified section of this line was retained until 1948. What was the west end of this electrified segment?
8. In 1950 and prior years the PRR operated passenger train service for the opening and closing of the Mercersburg Academy. Name the branch this service operated over.
9. In the 1930's and 40's, the PRR operated a line called the "Brooke Avenue Route". Between what points did it operate?
10. In the 1930's the PRR operated two "name trains" which made scheduled timetable stops at 52<sup>nd</sup> St. Station (West Philadelphia). One of these was?
11. In the 20<sup>th</sup> Century the PRR owned and operated two narrow gauge railroads (3-foot). One of these roads was the Ohio River & Western. What was the other?
12. What was the final "name train" inaugurated by the PRR before Penn Central (the name was selected in a public contest)?
13. In 1931 a PRR subsidiary inaugurated a passenger-auto ferry service between Baltimore and Love Point, MD. Under what railroad name did this line operate?
14. In 1929 the PRR purchased 550 express reefers. What was the official class designation of this type car?
15. The PRR had an electrified branch line which in its peak years of passenger service never offered more than three MU trips per day. Name this branch.
16. In the late 1940's the PRR selected a 12-1 heavyweight Pullman car as a prototype for a possible fleet modernization. It was sent to the Worcester, MA plant of Pullman-Standard and was totally upgraded. It was destined to remain one of a kind but did enjoy a rather long life in PRR/Pullman service. Upon rebuilding, this car received a new name. What was it?
17. In the years of passenger train abandonments the PRR had a rather unusual policy of certain routes of taking off all trains except for one roundtrip per week, operating Sunday only. One of these operated from Philadelphia - its destination was?
18. In 1949 the PRR purchased seven sleeping cars name for the fourth through the tenth PRR presidents. What was the interior configuration of these cars?
19. In 1943 the PRR acquired a veteran Long Island Sound steamboat and named it after a former PRR vice-president. What was his name?
20. Until 1932 the PRR operated an interline Railway Post Office route originating from its Camden, NJ terminal. Name the other participating railroad.
21. Prior and subsequent to World War II, the PRR sold a number of P54 type suburban cars to various railroads around the country. Name the railroad which bought the largest number of these cars from the PRR.
22. In World War II, the U. S. Army built a training camp on the Pennsy and named it after a former PRR president. He was?
23. For many years the PRR operated a ferry service from its Exchange Place station to three ferry terminals in New York City. What was the New York terminal of the last line to operate?
24. The PRR once operated one of the most unusual passenger stations in American railroading. Although located on a busy PRR main route, this station could be reached only by train—there was no access by any surface vehicle, water vessel or by foot. What was the name of this station?
25. In the late 1920's the PRR participated in a transcontinental rail/air service. They operated a connecting overnight train from New York to a Midwestern location where passengers transferred to the plane. Name the PRR station where the train/plane transfer was made.

**INSTRUCTIONS:** There are 25 CORRECT answers to this PRR Quiz, but there are a total of 30 clues; not all will be used. Clip the coupon at bottom and send with your name to the Chapter's Post Office Box 7302 before September 30, 2002.

- A. "Keystone Banks"
- B. Reading
- C. 2 DR, 1 compartment, 1 DR, buffet-obs.
- D. Elisha Lee
- E. Tuckerton Railroad
- F. Cape Charles & Norfolk
- G. Port Columbus
- H. Monongahela
- I. "Sunshine Special"
- J. Kiskiminetas Junction
- K. Reading Company
- L. R50
- M. Cortlandt Street
- N. Boston & Maine
- O. "The Bullet"
- P. Pleasantville
- Q. Odenton
- R. "The Susquehannock"
- S. "Blue Diamond"
- T. Waynesburg & Washington
- U. South Penn
- V. 1 DBR, 2 MR, lounge-observation
- W. Baltimore & Eastern
- X. "The Mountaineer"
- Y. Cherry Tree & Dixonville
- Z. W. W. Atterbury
- AA. X29
- BB. Fort Washington
- CC. "Northern Arrow"
- DD. Manhattan Transfer

### PRR QUIZ Answer Sheet

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

NAME \_\_\_\_\_

Please clip & mail to:  
**PRR QUIZ**  
**PHILADELPHIA CHAPTER, NRHS**  
**PO BOX 7302**  
**PHILADELPHIA, PA 19101-7302**



## Pennsylvania Railroad Office Car Notes

By Elbert W. Simon, Jr.

**EDITOR'S NOTE:** This piece on the Pennsy's office cars was submitted by El Simon for inclusion in our June issue, but space considerations necessitated holding it for this issue.

The Pennsylvania Railroad had three sizes of steel office cars in its peak years.

The 274's were 73 feet, six inches long inside of the vestibule and open platforms. The outside length was 82 feet, four inches. The cars were renumbered and renamed several times, but in later years, the fleet consisted of: 274 (three), 274A (one), 274B (one), 274C (two), 274D (six) and 274E (one) for a total of 14 cars. Many of these cars were filled out with two lower berths along one side of the dining room. Their numbers tended to embrace the 90, 100, 120, 180 and 7502-7511, although, as stated above, cars were renumbered several times throughout their careers.

The 268-series cars (7515-7517) were 68 feet long (inside length) and 74 feet, one inch long overall. They normally had only one drawing room and a state room.

The "babies" of the fleet were the seven 262's (7525-7531), which had only a single drawing room. They measured 61 feet, six inches inside and 74 feet, four inches overall.

In later years, PRR acquired a modernized car from the Baltimore & Ohio as 2<sup>nd</sup> 90, and a streamlined car built originally by the Wabash (car 1000), which was assigned to the chairman.

Many of the 274's received modern four-wheel trucks and various other upgrades. Always, car 120 was the best of the group and the final car to carry this number was extensively rebuilt in 1952. As of late 1945, the numbers and build dates of this series were: 90 (10-1913), 100 (2-1928), 120 (1-1928), 180 (11-1913), 7502 (5-1917), 7503 (3-1913), 7504 (12-1917), 7505 (2-1911), 7506 (3-1914), 7507 (6-1928), 7508 (12-1909), 7509 (3-1928), 7510 (12-1927) and 7511 (1-1929). In this series also was the 7532 (1-1925), which was an ex-Long Island Rail Road car.

The three 268-series cars, 7515-7517, were built in April, 1929. The 262-series cars were built in May, 1929 (7526-7528) and June, 1929 (7529-7531). The 7525, meanwhile, had been rebuilt as a coach.

It is well known that car 120 survives today with the name **Pennsylvania**, having been extensively rebuilt by current owner Bennett Levin of the Juniata Terminal Company. None of the PRR cars were later included in Conrail's extensive fleet of office cars.



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