



# CINDERS

APRIL 2003



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PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

**PHILADELPHIA CHAPTER, NRHS WEBSITE: [www.trainweb.org/phillynrhs/](http://www.trainweb.org/phillynrhs/)**

## “Star Spangled Rails 2003” Excursion Program Announced

In early March, the Washington Chapter, NRHS and the Railway & Locomotive Historical Society announced the events for **Star Spangled Rails 2003**, the joint NRHS/R&LHS convention which will be held in Baltimore, MD this coming July. A variety of exciting events will be held featuring both vintage and current day equipment in a red, white and blue patriotic celebration of the Baltimore & Ohio Railroad’s 175<sup>th</sup> anniversary and our nation’s 227<sup>th</sup> Independence Day.

While the excursion program seems finalized, plans are also now being developed in conjunction with the B&O Railroad Museum to afford convention-goers a special opportunity to learn about the progress of the building and equipment restoration at the Museum since the February 17, 2003 collapse of the roof of the historic 1884-vintage Baldwin Roundhouse due to heavy snow. As outlined in March *Cinders*, the B&O Museum’s **Fair of the Iron Horse 175** fete, which was to have been held concurrent with our convention, has been cancelled, and will not be rescheduled.

Mainline excursions will be offered over three routes associated with Baltimore’s railroad history. The Baltimore & Ohio Railroad itself is featured on Wednesday, July 2, with Cumberland and Frostburg, MD the destination of the **Potomac Valley** excursion, which will travel via Washington, DC to the restored Western Maryland Railway station in Cumberland. Passengers will make a rare train-to-train connection at that point with a special steam-powered Western Maryland Scenic Railroad train to Frostburg.

Former Pennsylvania Railroad rails will provide the route for the **Harrisburg Circle** on Saturday, July 5. This train will be powered by Juniata Terminal Company’s restored PRR E8 diesel locomotives, and will operate via Amtrak’s Northeast Corridor to Perryville, then north along the “Port Road” along the Susquehanna River to circle Harrisburg-area sights including Three Mile Island, Enola Yard and the famed Rockville Bridge. While not specifically stated, it is anticipated that the train would return to Baltimore via Philadelphia.

The Western Maryland Railway will be featured on Sunday, July 6, when the **Blue Mountain Limited** will travel to

New Oxford, PA via the “Dutch Line” through the Maryland countryside.

Secondary convention events will provide plenty of variety and attraction as well. Convention-goers will have the opportunity to enjoy F units on the Gettysburg Scenic Railway from that historic Civil War town to Mount Holly Springs, PA; steam and a doodlebug on the Wilmington & Western in conjunction with a visit to Amtrak’s Wilmington Maintenance Facility; and a two-day extravaganza of steam, diesel and an Edwards motor car on the Cass Scenic Railroad and the West Virginia Central in West Virginia. A fun ride on the railfan’s favorite local railroad—the Maryland & Pennsylvania—via track speeder, is also an option in combination with a ride on the Stewartstown Railroad.

Electric traction fans will not be left out either, and behind-the-scenes shop tours and rides on both Baltimore’s Metro subway and the MTA Light Rail Line, combined with a visit to the Baltimore Streetcar Museum to ride some of the City’s historic streetcars. A night photo session led by **Railfan & Railroad’s** Steve Barry rounds out the convention’s rail activities.

On Thursday, July 3, the Convention banquet will be held with Gilbert Mallery, Vice President Business Development, Amtrak, as the keynote speaker. Earlier in the day, a fascinating series of seminars will be held, including a panel discussion on intercity passenger rail service on the Baltimore & Ohio in the pre-Amtrak era. There will be two “rolling seminars” which will visit “in-the-field” sites on railroad history. Also included for convention-goers will be a two-day railroadiana show.

If the above is not enough to entice you to Baltimore, there will be any number of “non-rail” tours around Baltimore as well as to Annapolis, plus a fantastic fireworks display lighting up Baltimore’s Inner Harbor to celebrate the Fourth of July.

Registration packages for preregistrants were scheduled to be mailed in mid-March, as this was being written. For any NRHS and R&LHS member not already registered, the registration fee is \$45.00. To obtain a form, send a self-addressed, stamped envelope to **Star Spangled Rails**, P. O. Box 441668, Fort Washington, MD 20749-1668, or visit the **Star Spangled Rails 2003** website at [www.starspangledrails.org](http://www.starspangledrails.org). Updated convention information may be obtained at the website as it is announced.



## PHILADELPHIA CHAPTER, NRHS WEBSITE: [www.trainweb.org/phillynrhs/](http://www.trainweb.org/phillynrhs/)

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

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

### CHAPTER OFFICERS

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

### COMMITTEE CHAIRS

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

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

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

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

*Cinders* is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding *Cinders* should be directed to the Editor at P. O. Box 7302, Philadelphia, PA 19101-7302. If your *Cinders* is received damaged or incomplete, contact the Editor at the address shown below for replacement.

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

## NRHS Deeply Saddened by the Passing of VP Robert A. Pinsky

The National Railway Historical Society lost one of its valued servants on Saturday, March 15, with the sudden passing of Vice President Robert A. Pinsky, of Oak Park, IL at the age of 55. Bob had been stricken with a brain aneurysm at his home on March 13, and did not recover.

Bob joined NRHS in 1985 as a member of the newly-chartered Chicago Chapter. He was National Director of the Chapter and served as Convention Chairman when the Chicago group hosted the 1993 NRHS Convention in the Windy City.

Bob had served as NRHS Vice President since 1996, and his responsibilities included the supervision and guidance of the Society's membership records, as well as serving many years on the NRHS National Audit Committee. Additionally, Bob served as Editor for both the NRHS News and the NRHS News Extra.

In a statement issued on March 17, NRHS National President Gregory P. Molloy said, "Bob was dedicated and tireless

in his work to improve NRHS, although many of his accomplishments were behind-the-scenes. He made significant improvements to our Membership Records operation, which increased our flexibility and allowed the Society to move essential operations from outside firms to within the National office. His work to establish and produce the NRHS News, our Member newsletter, resulted in a major improvement in our internal communications. Bob's unexpected and untimely passing leaves a void in the Society that we will struggle to fill."

Pinsky was a graduate of Oak Park High School, and majored in history at the University of Wisconsin, Madison, from 1965-1969. He served as a member of the Oak Park-River Forest Rotary Club and was active in numerous other local community organizations and events.

Bob is survived by his wife of more than 30 years, Dr. Ellen Pinsky, an educator who also serves NRHS as its Assistant Secretary, coordinating the two NRHS Board of Directors Meetings each year which are not a part of the national convention. Interment was private.

Bob was well-known to many Philadelphia Chapter members, and we all extend our heartfelt sympathy to Ellen in her time of need. His enthusiasm, untiring devotion and contributions to our Society will be difficult to replace.

### Notice of Annual Meeting & Election

Notice is hereby given of election of Chapter officers to be held at the Annual Meeting of Philadelphia Chapter, National Railway Historical Society on Friday evening, April 11, 2003 at the Faculty Club, Alumni Hall, Thomas Jefferson University, 1020 Locust Street, Philadelphia, PA 19107, beginning at 7:30 PM.

Any member in good standing who is interested in service as President, Senior Vice President, Vice President & Treasurer, Secretary or National Director may be nominated from the floor at the April 11 meeting.

MARIE K. EASTWOOD  
Secretary

### WILLIAM J. LEONARD

March 4, 2003

We regret to inform you of the passing of Member William J. Leonard, of Glenside, PA on Tuesday, March 4, 2003 at the age of 74.

A native of Philadelphia, William has been a member of our Chapter and the Society since 1975. He was also a member of the National Association of Timetable Collectors and while never attending our meetings, was often seen at local train shows.

He is survived by several brothers and sisters. Funeral services were held from St. Luke the Evangelist Church in Glenside, with interment in Holy Cross Cemetery in Yeadon.



# MEETING NOTICE:

## FRIDAY EVENING, APRIL 11, 2003

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 April 11 meeting (**PLEASE NOTE SECOND FRIDAY MEETING**) will feature West Jersey Chapter Member Frank Kozempel with an illustrated slide lecture entitled **Camden Railroading in the 1930's**. Many views will be "then-and-now" views and you'll be amazed at what isn't there anymore. Make sure you mark your calendar to see this most interesting program.

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, APRIL 8, 2003 to Dinner Chairman Bill Gardiner at 215-632-7016.** The dinner entrée choices this month are **Chicken Marsala** or **Herb Rubbed Salmon Filet**, with roasted new potatoes, vegetable medley and plain cheese cake with cherry topping. You must specify when ordering whether you wish a **MEAT** or **FISH** dinner. Please call **Bill Gardiner** with your reservation. **N0-shows will be responsible for payment for meals ordered!**

Please note that all meetings in the 2002-2003 year are scheduled in the Faculty Club, on the second floor of the Alumni Hall. Join us on **Friday, April 11, 2002** for a most interesting program on the railroads of Camden, New Jersey by Frank Kozempel. Looking ahead, our May 16 meeting will feature Chapter Member Art Milks with another vintage slide program from his collection, and the June 20 meeting will feature Chapter Member Bill Vigrass with a slide show on his walk through the PATH tubes between Exchange Place in Jersey City and the site of the World Trade Center following the September 11, 2001 disaster. Mark your calendars for all three interesting programs.

## Project 113 Offers 2003 Calendars

Railway Restoration Project 113, a nonprofit group dedicated to the restoration of former Jersey Central 0-6-0 steam locomotive #113, produced a 2003 calendar depicting scenes between 1865 and 1965 in the coal region of Pennsylvania. Headed by Chapter-only Member Robert Kimmel, Jr., the Project 113 is based in Minersville, near Pottsville. While the restoration project will be in several phases, it is vital to raise funds to secure matching funds.

Project 113 has been awarded three grants, with the first two to be used to restore the tender of the locomotive, and complete engineering on the locomotive boiler. The third, a matching grant to be used to restore the boiler to operating condition.

Copies of the calendar will be available at the April 11 Chapter meeting and members are urged to support the 113. Copies may also be secured from Editor Larry Eastwood.

## Philadelphia Chapter Members Mark 25, 50 and 60-Year Anniversaries

A total of five Philadelphia Chapter members will reach significant milestones with NRHS during the year 2003, according to NRHS Director, Membership Awards R. L. Eastwood, Jr.

Longtime Member Harry S. Myers, of Philadelphia, who with his late brother, Jim, were early pillars of our Chapter in the 1940's and 1950's, marks 60 years of continuous membership this year. Members Robert G. Bryans, of Devon, PA and Frederick A. Winkler, of Clarksboro, NJ, will both reach the coveted 50-year anniversary.

Receiving their 25-year silver pins will be David A. Luery of Berwyn, PA and Ellen McAnally of North Wales.

The Chapter congratulates all five members for their faithful support of NRHS and our Chapter over the years. The pins are expected to be presented at the April 11 meeting.

**INFORMATION WANTED:** Member James Aslaksen is looking for plans and/or drawings of William Sellers Company Model SW 4000-gallon-per-hour injectors. This was apparently an old Philadelphia firm, and he is looking on behalf of the group operating the Spokane, Portland & Seattle 4-8-4 #700. Contact James at 215-292-4277 or e-mail to [webmaster@orhf.org](mailto:webmaster@orhf.org) if you can be of any assistance.

## Greenberg's Train Shows to be Purchased By Great American Train Show Parent

GATS Limited, the parent company of the Great American Train Show, has agreed in principal to purchase Greenberg's Train Shows, the nation's second largest train show company, from Kalmbach Publishing Co., according to a release issued by Greenberg's on Tuesday, March 11.

While terms of the purchase have not been disclosed, GATS Limited intends to operate Greenberg's as a separate organization. When asked about the acquisition, Moe Geoghegan, President of GATS Limited said, "acquiring a first class operation like Greenberg's Train Shows is a rare opportunity and privilege. We intend to make no major changes in the Greenberg operations. We do intend to keep it an independent operation from our other shows."

Kalmbach President Gerald B. Boettcher stated that "the sale will allow Kalmbach to continue to focus on our publishing business while insuring the shows will be in experienced hands." The sale of Greenberg's Train Shows does not affect the popular book line of **Greenberg's Guides**, considered the definitive references to toy trains old and new. Kalmbach's magazines will continue to be a primary source of advertising for Greenberg's and the shows will continue to participate in the "World's Greatest Hobby Program," as do the Great American Train Shows.

Philadelphia Chapter participates in the Greenberg's Shows at Fort Washington, PA and Pennsauken, NJ. In an unrelated matter, the future of the Pennsauken Greenberg's show is uncertain, with rumors continuing to circulate regarding the future of the South Jersey Expo Center.



# PHILADELPHIA

# EXPRESS



FRANK G. TATNALL, JR.

## SEPTA REGIONAL RAIL



Hard to believe, but it was 20 years ago that SEPTA took over the operation of Philadelphia's commuter rail system from CONRAIL. The general manager at the time was one David L. Gunn, who made it clear that he intended to cut costs through wage and work-rule concessions from the various unions. He even changed the name of the system to "Regional High Speed Line," reflecting his plan to infuse some transit practices into its operations. Although this strategy precipitated a three-month strike beginning in March 1983, SEPTA eventually got much of what it wanted. At the price of some reduced morale, the agency managed to cut its operating costs below those of traditional commuter rail services, which NJ TRANSIT and other Conrail inheritors continued to bear.

As reported here last issue, February was a very tough month for the Philadelphia region and for SEPTA. In fact, it was the snowiest February in 104 years, with 29.6 inches of the white stuff officially recorded at International Airport. That's the equivalent of five inches of rain (in February of last year there wasn't even a trace of snow). March didn't promise to be nearly as troublesome, but in the next issue we'll add up the figures for the wicked winter of 2002-2003.....The Rail Power Project resumed as promised on the weekend of March 15-16 after a five-week shutdown. Because of the ongoing catenary replacement near 30<sup>th</sup> Street Station, the R2 Marcus Hook-Wilmington, R5 Paoli-Thorndale and R8 Chestnut Hill West trains on Saturdays and Sundays were originating and terminating on the Lower Level of the station. R3 Media-Elwyn trains turned at University City station with bus connections to center city, and the R1 Airport Line continued to be bused over its entire route.....SEPTA plans to reissue its Regional Rail timetables effective May 5.

The *Inquirer* on March 6 ran a front-page article documenting the shift in commuting patterns throughout the eight-county Philadelphia-South Jersey area. "Reverse commuters" from Philadelphia to the suburbs now make up a quarter of all workers living in the City, up from 15 percent two decades ago. This statistic reflects the growing importance of suburban employment centers and the shrinking job market in Philadelphia. More than 100,000 fewer people worked in the City in 2000 than in 1990, with the number of daily commuters from the seven suburban counties to the City declining eight percent to 210,000. As the region's largest mass transit agency, SEPTA has attempted to adapt its services to this new reality, adding capacity at peak hours on many suburban routes. But Donald Shanis, the director of

transportation planning at the Delaware Valley Regional Planning Commission, points out that "(a) lot of people are looking to transit to solve the problem (but) we've spread so much on the land that it's very difficult to devise transport to serve the population." As a result, many reverse commuters are forced to use their private automobiles to get to and from work.

SEPTA, AMTRAK and NJ TRANSIT are among the U.S. railroads participating in "Operation Desert Shield," a national program to protect American citizens and property from terrorist acts following the start of the Iraq invasion last month. On March 17 the government again raised the national terrorism alert status from "yellow" (elevated) to "orange" (high). Additional police and National Guardsmen were deployed at key rail facilities across the nation, especially major bridges, freight terminals and passenger stations. At SEPTA, police were placed on 12-hour overtime shifts, a move expected to cost an additional \$400,000 per week. Round-the-clock security is provided at major stations and elsewhere.....DVARP reports that the Federal Transit Administration is questioning SEPTA's ridership projections for the proposed Schuylkill Valley Metro, calling them "not credible." FTA also indicated that the high cost of the project makes it a non-starter as now proposed, and that SEPTA should pursue a more cost-effective alternative. This action may force new negotiations with NORFOLK SOUTHERN over use of its right-of-way between Norristown and Reading, possibly in the form of trackage rights for passenger trains on existing freight tracks rather than construction of a new parallel railroad as envisioned by SEPTA planners.



## SEPTA TRANSIT

With the State facing a \$2.4-billion deficit, Governor Rendell's \$21-billion budget plan for the 2003-2004 fiscal year slashes many programs—including transportation. SEPTA is slated to receive a six-percent (\$14.9-million) cut in its State subsidies, at the same time that Federal funding also may be reduced.....Congress has begun the process of reauthorizing TEA-21, the Transportation Equity Act for the 21<sup>st</sup> Century, which provides funding for both highway and transit programs. The Transportation Department has floated a plan to spend \$200 billion on highways and \$46 billion on transit over the next six years, while the House Transportation & Infrastructure Committee is considering the possibility of approving up to \$375 billion for highway and transit projects over the same period. The current law expires this year (NARP).

Over the objections of the National Park Service, Mayor Street last month announced that the City would reopen Chestnut Street between 5<sup>th</sup> and 6<sup>th</sup> Streets effective April 1. He responded to pleas from the business community that the closure

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# PHILADELPHIA EXPRESS (Continued from Page 4)

has had serious effects on retail trade in the historic district, as well as forcing SEPTA to detour its Chestnut Street buses via 7<sup>th</sup>, Market and 4<sup>th</sup> Streets (see March *Cinders*). The street in front of Independence Hall was closed to traffic since shortly after the September 11, 2001 terrorist attacks, ostensibly to protect visitors and the famous structures in the area.....The State will spend \$4.3 million this year for enhanced SEPTA rail and bus services to accommodate some of the commuters now driving on Route 202. Last month, PennDOT began the fifth and final year of its massive \$280-million project to reconstruct the busy highway in the King of Prussia area.....Although gasoline prices nationwide have reached historically high levels because of the crisis in the Middle East, several energy experts quoted in the *Inquirer* feel that prices are still not high enough to force a large-scale defection of motorists to public transportation.

Six African American transit police officers filed suit against SEPTA in February, charging that they had been subjected to years of racial discrimination and harassment. Among the allegations is that they suffered "retaliation for having complained".....On March 18 a 76-year-old West Philadelphia woman was struck and killed by a Route G bus at 57<sup>th</sup> & Chestnut Streets .....After many complaints from drivers and a report from the *Daily News* "Joltmeister," SEPTA last month sent out a crew to pave the potholes along a nine-block stretch of Ogontz Avenue in West Oak Lane. Another problem was the Route 6 rails which had resurfaced along the street, having been paved over after the line was based in 1985. A City asphalt crew also joined in the pothole-filling campaign.....The *Daily News* reported that merchants along Market Street in West Philadelphia are suffering major economic problems. This is the result of continued street closures while construction work proceeds on the elevated structure—in spite of a wide-ranging outreach program by SEPTA to help businesses survive .....The use—or non-use—of five life-saving defibrillators by SEPTA has caused some concern in the local press. It seems that two years ago SEPTA purchased the \$2,000 devices, used to revive heart-attack victims, but has never deployed them around the system. There is some question as to where the life-saving units would be located, and who would operate them.



AMTRAK

Some indication of AMTRAK's funding level for next year may emerge from the Congressional debate on President Bush's proposed Federal budget for Fiscal Year 2004, which begins this October 1. Amtrak has requested \$1.8 billion in capital and operating funds while the Administration has included just \$900 million in its FY 2004 budget. The budget figure is merely a guideline, the actual appropriation to be determined when funding bills are introduced later in the year.....During a Capitol Hill briefing on February 27, Republican Representative Jack Quinn of New York, chairman of the House Railroads Subcommittee, said that he "can't imagine America without a national passenger rail system...You probably never make a profit as a public service (and) I've said we always give AMTRAK just enough money to fail." He called Amtrak President David Gunn "the right person in the right place at the right time." Referring to

the Administration's proposal that the railroad receive \$900 million next year, Quinn said that he was "encouraged that we're heading in the right direction" (NARP).....Democratic Senator Ernest Hollings of North Carolina has reintroduced his National Defense Rail Act, with 30 co-sponsors. Similar to the bill introduced in the last session of Congress, it would authorize \$4.6 billion for Amtrak in each of the next five years, plus a one-time \$1.3 billion appropriation in 2004 for security improvements (NARP).

The name "Acela" henceforth will be used only in connection with AMTRAK's top-of-the-line Acela Express service. Effective March 17, the Acela Regional trains became simply "Regionals." Metroliners will retain that designation and the proposed Acela Commuter trains will continue to be known as Keystones and Clockers. President Gunn said some months ago that he intended to make this change, because he felt that widespread use of the Acela name not only caused customer confusion but tended to dim the cachet of the high-speed trains .....From April to June of 2002 AMTRAK enjoyed a 53-percent share of the combined air and rail market between New York and Washington. But, as we have frequently reported in this column, Amtrak's passenger volume declined later in the year, partly as a result of the yaw damper fiasco which forced the new Acela Express trains out of service for a time and has since reduced their utilization (NARP).....All 19 of the active Acela Express trainsets are being cycled through Penn Coach yard in Philadelphia to undergo retrofitting of new, stronger yaw damper brackets and other improvements. Thirteen of the 19 sets are required to operate the present Acela schedule, and it is not always an easy task to provide enough serviceable equipment. The 20<sup>th</sup> and last trainset, still not accepted by Amtrak, also is laid up at Penn Coach.

AMTRAK will reissue its Northeast Corridor and National timetables effective April 28, but some supplemental wallet cards will undoubtedly be used for later changes in Corridor service.....The once-familiar overnight train service between Boston and Washington, complete with sleeping car, will be revived with the new timetable. In keeping with tradition, the train will be named the **Federal**, departing from each terminal at 10 PM (sleeper occupancy at 9), with arrival at the other end at or before 8 AM. It will replace the Newport News-Boston **Twilight Shoreliner**, which runs at less convenient times .....AMTRAK would like to restore another pair of Boston trains via the Inland Route through Springfield, MA, but CSX, which now operates the ex-CONRAIL line between Springfield and Boston, is balking at the proposal .....As mentioned in the January issue of *Cinders*, the general manager jobs on AMTRAK's Eastern and Western Regions were eliminated after their incumbents resigned. Now, the general superintendents of the seven operating divisions report directly to Vice President Operations E.V. Walker. Walker in turn reports to Senior Vice President of Operations William L. Crosbie (NARP).

After the President's announcement that the U.S. would go to war with Iraq on March 19, AMTRAK said that it planned to continue full operations but that security would "be further heightened".....NARP reports that AMTRAK has made some menu improvements in its dining cars effective April 1. Each meal period now offers one more choice than previously available, including a "special" at dinner. There will be three menu "cycles" or groupings offered across the system, with no single train having the same menu cycle in one direction as in

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# PHILADELPHIA EXPRESS

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the other direction. Trains that run for two nights will have different specials and vegetables for each dinner, and that after six months one menu cycle will be replaced with a new one..... AMTRAK's current discounts allow one adult traveling full fare to bring along a second adult at half fare and a third free. Or one adult traveling alone can receive a 25-percent discount. The current sale expires April 30 with travel to be completed by August 28, and does not apply on Acela Express or Metroliner trains (NARP).....A 35-year-old man committed suicide by stepping in front of a speeding AMTRAK train on March 13 near Tacony station in Philadelphia. The accident reportedly involved Acela Express #2113 bound for Washington. Numerous Amtrak and SEPTA trains were delayed.

On January 13 CONRAIL turned over dispatching control of the Bordentown secondary track to Southern New Jersey Light Rail Transit System, a subsidiary of NJ TRANSIT. NJT purchased the line in order to convert it into a 34-mile light rail passenger operation between Camden and Trenton. Although construction is nearly complete and many of the new Bombardier diesel-powered cars are being tested, the line is not expected to be ready for revenue service until this summer at the earliest. The manager of operations for SNJLRTS is Patrick McWilliams, a Conrail and Reading Company veteran (Dick Adams) ..... NJT's capital program for Fiscal Year 2004 includes \$222 million for infrastructure improvements, including replacement of 13 miles of track and installation of 53,000 new ties. Also proposed is the acquisition of 100 bi-level passenger cars, providing 33,000 additional seats, and 33 new diesel locomotives (*Trains*).

Officials of the B&O Railroad Museum in Baltimore now say that repairs to its famed 1884-vintage roundhouse could be completed by the end of the year. About half of the main roof collapsed under the weight of a record snowfall on February 17 and no firm date for reopening of the museum has been determined (see March *Cinders*).....The Altoona Railroaders Memorial Museum was to reopen March 29, with a new plan to turn around its precarious financial situation. The price of tickets has been reduced from \$10 to \$7.50, and they will be good for admission to both the museum and the Horseshoe Curve site. A marketing firm has been hired, with \$1.6-million grants from both the State and Federal governments funding the effort as well as restoration work on K4 locomotive #1361 at Scranton (Harrisburg Chapter).....The American Short Line & Regional Railroad Association will hold its 2003 meeting and exhibition at the Philadelphia Marriott Hotel May 18-20.

READING, BLUE MOUNTAIN & NORTHERN reports that 2002 was the best year in its 20-year existence, when it handled 21,492 carloads, up from 18,497 in 2001. The major commodities handled were pulpboard and paper products, coal, lumber, sand and grain, some of the latter destined for the new Yuengling brewery at St. Clair, PA. The 300-mile railroad, most of which is ex-Reading trackage, serves 60 customers in nine Pennsylvania counties (*Trains*).....CANADIAN PACIFIC has created the position of chief executive officer for its U.S. network, including lines of the former Delaware & Hudson and Milwaukee Road. Mike Waites, previously an executive vice president of CP, was appointed to the new job (*Trains*) .....Charlene Begley, 36, has been named president and CEO of General Electric Transportation Systems, the largest U.S. builder of diesel locomotives. Its main plant is in Erie, PA.....A new poll commissioned by the non-profit Transportation Research Project has found that 89 percent of Americans polled do not want longer and heavier trucks on U.S. highways. The trucking industry currently is lobbying Congress to lift present size and weight limits, an effort opposed by state and local law enforcement officials, highway safety, environmental, railroad and labor groups (*Traffic World*).



## CSX, NS OTHER ROADS

CSX announced last month that it will move its corporate headquarters from Richmond, VA to Jacksonville, FL. Only a few staffers are still employed in Richmond, but they will be moved to CSX Transportation's operating headquarters in Jacksonville where more than 5,200 of CSX's nearly 40,000 employees are based.....CSX has named Alan F. Crown as executive vice president and chief operating officer. A 36-year veteran of CSX and predecessor lines, he will be responsible for all transportation, engineering and mechanical activities. To show that it is possible to rise from a lowly position to the top rung, Crown began his career as a yard clerk for the Baltimore & Ohio in his native Baltimore.....CSX has analyzed its experience with remote-control technology and found that reportable train accidents were reduced by 60 percent last year after it began remote control operation of locomotives in yard service. "This trend reinforces the safety benefits of remote control technology documented by Canadian railroads and emphasizes that implementation by CSX and all major North American railroads was the right decision," said Executive Vice President Alan Crown (*Traffic World*).....Because of its history of high jury awards, Hampton County, South Carolina has become a favorite venue for the filing of personal injury lawsuits. A frequent defendant has been CSX, which operates through the county. The press reported that just one law firm has filed four dozen suits since 1995 against CSX in Hampton—many of them involving accidents elsewhere in the State—and the railroad has paid \$18.8 million in judgments and settlements during that period.

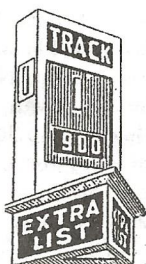
NORFOLK SOUTHERN will close Enola yard near Harrisburg for 30 to 45 days this month, to allow installation of a hump retarder system. The retarder apparatus is being moved to Enola from the eastbound hump at Conway yard near Pittsburgh, which was recently closed (see January *Cinders*). NS plans to convert the once-busy Enola yard into a key hub in its new Thoroughbred Operating Plan (Harrisburg Chapter)..... NS has begun using a biodegradable soybean-oil-based lubricant to reduce wheel flange wear on curves. SoyTrak is used in flange oilers, replacing conventional petroleum-based greases.

### Upcoming NRHS Conventions

2004 – Minneapolis/St. Paul, MN

2005 – Portland, OR





**APRIL 6, 2003:** Springtime SEPTA trolley tour, sponsored by Rockhill Trolley Museum. Trip will cover Media and Sharon Hill lines in a broad-striped Kawasaki LRV, to be followed by line car D-39 for photographers. Tour leaves 69<sup>th</sup> Street Terminal at 10 AM, returns about four hours later. Fares: \$35 adults, \$27.50 children (5-12). Telephone Gerhard Salomon at 610-965-9028 to determine if space is still available.

**APRIL 12:** EastRAIL 2003 at Warren Hills Regional High School, Jackson Valley Road, Washington, NJ, 10 AM-6 PM, sponsored by United Railroad Historical Society and featuring professional multimedia sound/slide programs. Scheduled presenters include *Railfan & Railroad* Editor Steve Barry, Photographers Ted Benson, Ron Flanery, Jim Boyd and Mike Harting, among others. Admission at door: \$15 adults, \$8 children. For information, telephone 732-671-9644 between 7 and 9 PM (website: [www.urhs.org](http://www.urhs.org)).

**APRIL 13:** Baldwin Field Day at SMS Rail Services, Pureland Industrial Park, Bridgeport, NJ, beginning at 10 AM at Sharptown Road grade crossing. A variety of Baldwin diesels will be available for photography, with directions to photo locations provided on site. Admission free. Event will be hosted by United Railroad Historical Society and crew costs paid for by *Railfan & Railroad Magazine*.

**APRIL 26:** Spring Apple Blossom Ramble over entire 24-mile Gettysburg & Northern Railroad, sponsored by Harrisburg Chapter NRHS. Special coach train powered by restored F7 diesel locomotives will leave Gettysburg (PA) station at 8:30 AM, returning about 4 PM, with at least eight photo runbys scheduled. Fare: \$60 per person (bag lunch \$6 additional). Order tickets from: Gettysburg Trip, c/o Bill Gingrich, 536 Ridge Road, Elizabethtown, PA 17022-2751, making checks payable to "Harrisburg Chapter NRHS" and enclosing stamped, self-addressed envelope.

**APRIL 27:** Great Stroudsburg Train Show, sponsored by Pocono Mountains Chapter NRHS, 8 AM-1 PM at Stroudsburg High School, 1100 West Main Street, Stroudsburg, PA. Donation: \$3.50 per person (children under 12 free with paying adult). For information, telephone John Lutz at 570-839-7465.

**APRIL 28:** West Jersey Chapter NRHS monthly meeting at Haddonfield Borough Hall, Kings Highway East, Haddonfield, NJ, beginning at 7:30 PM. Program will be presented by National Director Jim Laessle featuring the late Norman Lippincott's slides of South Jersey railroad stations and High Iron steam excursions.

**MAY 31:** "Subways, Railways & Stations", a mostly underground tour of Philadelphia, sponsored by Philadelphia Open House Tours. This 2-1/2 hour walking expedition will cover the history of all transit and rail lines and stations from 30<sup>th</sup> Street Station to the former Reading Terminal, including Penn Center and Center City's underground concourse system. Tour includes ride on SEPTA LRV. Tour begins at 10 AM and refreshments are included. Price per person: \$35. For further information, contact Philadelphia Open House at 215-928-1188.

**JUNE 12-15:** "Steam Locomotives in American Railroading" four-day seminar to be held at the University of Scranton, sponsored by Penn State Altoona Continuing Education

and Training. Seminars, tours of Steamtown and Electric City Trolley Museum will be included. Various options exist priced from \$175-\$525 per person. For complete descriptive brochure, contact Penn State Altoona, Continuing Education & Training, 1444 11<sup>th</sup> Avenue, Suite 2A, Altoona, PA 16601-3313. Information by telephone, 814-949-5722. FAX requests to 814-949-5314.

**JUNE 30-JULY 6:** "Star Spangled Rails" national convention of NRHS and Railway & Locomotive Historical Society in Baltimore, MD, sponsored by Washington, DC Chapter NRHS and R&LHS, celebrating the 175<sup>th</sup> anniversary of railroading in the United States. Three major excursions, a series of seminars and the annual banquet are among the planned events. Brochure and order form were to be mailed to registrants during March. Convention headquarters will be the Wyndham Inner Harbor Hotel. NRHS members may register for the convention by sending check or money order for \$45 per person or family, payable to "Baltimore Rail Convention 2003," to: Star Spangled Rails, P.O. Box 441668, Fort Washington, MD 20749-1668. For information, visit website [www.starspangledrails.org](http://www.starspangledrails.org).

**JULY 20-26:** Basic RailCamp 2003 at Steamtown National Historic Site, Scranton, PA, sponsored by NRHS and National Park Service, with assistance from Canadian Pacific Railway and University of Scranton. Tuition is \$550 per person and capacity is limited. Participation is restricted to students entering 9<sup>th</sup> grade in September 2003 through those completing 12<sup>th</sup> grade in June 2003. For information, contact Basic RailCamp 2003, NRHS, P.O. Box 58547, Philadelphia, PA 19102-8547 (telephone 215-557-6606).

## **National Railway Bulletin Issues to be Mailed in Combined Package**

NRHS members should expect to receive their next four issues of the **National Railway Bulletin** in two mailings which will each be a combined mailing of two separate issues, plus an issue of NRHS News, according to information received from **Bulletin** Editor Jeff Smith during March.

Issue Number 3 and Issue Number 4, 2002 of the **Bulletin** were expected to be mailed during the last week in March, and will include a copy of NRHS News, prepared by News Editor Robert A. Pinsky before his untimely passing on March 15 (see Page 2). The combination mailing of the two issues will serve to save NRHS money without sacrificing the number of issues members will receive.

**Bulletin** Issues Number 5, 2002 and Number 1, 2003 are in final preparation stages and it is hoped that printing and mailing of these two issues will take place during early May, again as a combined mailing.

The **Bulletin** staff is currently also receiving input reports from chapters for inclusion in the *Society Activities Annual* of the **Bulletin**, which was formerly known as Issue Number 3. It was decided two years ago to eliminate the number on the *SAA* so it could be issued whenever completed.

The Society is currently seeking an individual who will assume the editorship of the NRHS News and NRHS News Extra. The latter is an in-house instrument which is distributed to national officers, staff and directors, chapter presidents and editors.



**MOVIE REVIEW: It Happened to Jane**  
**With Doris Day, Jack Lemmon and Ernie Kovacs**  
**Columbia Pictures, color, 1959, 1 hour, 40 minutes**

Turner Classic Movies recently featured this oldie on TV. Doris Day is Jane and her lawyer boyfriend is Jack Lemmon. She has a lobster supply business in bucolic Cape Anne, Maine that she is trying to develop, but shipping via the slow and erratic Eastern & Portland Railroad is killing the lobsters and her livelihood. The plot revolves around her legal and otherwise battle with the E&P's cheapskate president Harry Foster Malone (Ernie Kovacs). He bears some resemblance to the former CEO Pat McGinnis, and the E&P even looks similar to a hybrid of the New Haven and Boston & Maine. Malone lives in his office in the old New York Central building behind Grand Central Terminal, where he resides like a rail baron, barking orders to subordinates, feasting on the finest, and sleeping in a lower berth that is built into a wall. His eccentric and wild behavior steals the show.

The action starts when Jane has the sheriff seize Old 97 and its mixed train. After being frustrated by the E&P's maneuvers, Jane decides that she and her friends will run Old 97's train themselves to deliver lobsters to her customers. Remember, next time you are not satisfied with SEPTA, just take control of the throttle yourself! The train runs out of coal at a diamond (actually, Plainfield, CT on the New Haven Railroad), creating a massive traffic jam tying up the E&P's swanky express trains that are FL9-hauled. With the press, the public and his own staff against him, Malone eventually throws in the towel, Jane's business is saved and all is well at Cape Anne.

Well, "Old 97" was in reality New Haven 3016, a 2-8-2 that was on the scrap line until the movie studio brought it back to life in 1958. There are quite a few good action shots of the New Haven's last operating steamer in Colchester, Hartford (with the Capitol dome in the rear of the scene) and New Haven. The 3016 was later cut up at Modena, PA. Members will enjoy the train shots and others that feature some nice vintage automobiles (a Ford "Woody" station wagon and a neat blue Studebaker convertible). Doris Day is in her prime and she looks like a "million bucks"! The railroad operations and practices bear little resemblance to reality but this is a fun feature; laughwise, it's not a belly buster but there are plenty of good chuckles. Seeing the New Haven Railroad on the screen is neat. I would watch it again, and rate it 2-1/2 out of five stars.

—Roy L. Hudson

**The Philadelphia County Fair –**  
**What and Where was it?**

Editor Larry Eastwood has acquired a Reading Company Special Excursion Tariff sheet effective from August 26, 1924 through September 1, 1924, covering special excursion fares to Byberry and Somerton, PA on account of the Philadelphia County Fair. The tariff sheet was issued by the Reading on behalf of the North East Pennsylvania Rail Road Company and the Philadelphia, Newtown & New York Railroad Company.

If any of our members who are also into local history know anything about the Philadelphia County Fair, what it was an exactly where it was held, kindly contact the Editor (see Page 2).

**NATIONAL RAILWAY HISTORICAL SOCIETY**  
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