



# CINDERS

SEPTEMBER 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/)**

## MEETING NOTICE

### FRIDAY EVENING, SEPTEMBER 19, 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) *(Please note that some of the above  
parking prices have been adjusted and we will update them in  
October Cinders)*

Our September 19 meeting will feature Chapter Member Paul Kutta with another in his continuing series of excellent narrated slide programs. This one will feature **Thirty-Plus Years of Amtrak**, and is sure to be of interest to the passenger train enthusiasts in our membership. You'll be able to see motive power and equipment from the earliest years of Amtrak, some of which many of us have forgotten about!

Because our regular dinner chairman, Bill Gardiner, will be on an extended trip during September, Chapter Treasurer Rich Copeland has offered to take the dinner reservations for this month only. Please refer to the box in the next column for instructions on making your dinner reservation. At presstime, unfortunately, we had not received the menu selection from Thomas Jefferson.

Looking forward to our October 17 meeting, Member Samuel James is attempting to arrange a slide show from the archives of the Motor Bus Society and MBS Member Tom Jones on **Railroad-owned Bus Companies in the 1920-1950 Era!** Full details will come with October *Cinders*.

Please note that all meetings in the 2003-2004 year are scheduled in the Faculty Club, on the second floor of the Alumni Hall.

### SPECIAL NOTICE - September Dinner Reservations

The normal sit-down dinner will be held prior to the September 19 Chapter meeting, beginning at 6:15 PM, at a cost of \$20.00 per person. **FOR SEPTEMBER ONLY**, please use the following procedure for dinner reservations. **DINNER RESERVATIONS ARE MANDATORY and MUST BE MADE BY TUESDAY EVENING, SEPTEMBER 16, 2003** to **Chapter Treasurer Rich Copeland**. Rich prefers that the reservation be made to his E-mail address: [PRRMAN@aol.com](mailto:PRRMAN@aol.com), although if you do not have E-mail, a phone message to 215-343-2765. At presstime, the dinner choices had not been received from Jefferson, but you **must specify when ordering** whether you desire a **meat or fish** dinner. Please contact Rich Copeland with your reservation. As usual, **no-shows** will be responsible for payment for **meals ordered!**

### Train Shows Cancelled, Postponed; Mini-bookstore at September Meeting

As has been previously announced, the Greenberg Train Shows at Pennsauken, NJ during August and November this year apparently will not be held due to the uncertainty of the future of the South Jersey Expo Center.

Philadelphia Chapter also appears at the annual Chalfont Police Benevolent Association show in Doylestown, PA the third Saturday of November, but Chapter Member and Show Chair Paul Myers advises it will not be held until after January 1, 2004.

Sales Chair Dave Kopena hopes to have a mini-bookstore selection at the September 19 Chapter meeting, hopefully exhibiting some new titles that have come out during the summer months.

## The Reading Railroad Outrage

**EDITOR'S NOTE:** In our August issue, we published on Page 9 an 1877 editorial piece from the *Locomotive Engineers' Monthly Journal*. In the printing process, three lines at the bottom of the first column on Page 9 were omitted. The three lines are:

As has been truly said by the engineers, as well might the Company forbid its employees becoming members of other secret benevolent and beneficial associations, such as the Odd.....

*Inserting these three lines will make the editorial complete. RLEjr*

## 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*

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

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

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

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

## Synopsis of the Baltimore, MD NRHS Board of Directors Meeting

In conjunction with the Star Spangled Rails 2003 convention, the NRHS Board of Directors met in Baltimore, Maryland on July 4, 2003. Here are some highlights of that meeting.

The 2003 Railway Heritage Grants were announced, with 18 grants awarded totaling \$30,000. Seven of the grant recipients are NRHS chapters, and several others are museums whose applications were endorsed by chapters. One award was \$3,000 to the B&O Railroad Museum, Inc. to help their restoration efforts. By special arrangement, we presented that check directly to Curator Courtney Wilson at the annual banquet on July 3.

The Board confirmed the appointment of **Barry O. Smith** of Chambersburg, PA to fill the position of **Vice President** for the current year. This vacancy was created by the untimely death of Robert A. Pinsky earlier this year. **Nominations for 2004** elective offices were received. All Officers and Regional Vice Presidents were re-nominated for 2004, except for one vacant regional position. Nominations remain open until **September 15, 2003**.

Senior Vice President Larry Eastwood reported that because of National Park Service resource limitations, we will offer only one session of **RailCamp** this year. The program is fully subscribed, with a total of 28 high school-age campers attending.

Editor Jeff Smith reported that **Bulletin** production has been slowed by the necessity to move to a new printer. Bulletin No. 5 for 2002, the final edition for that year, is currently at the printer. Jeff introduced Dan Larkin, the new editor of NRHS News.

Vice President – Public Relations James Andrisen reviewed expanded **magazine advertising**, with improved graphics and changing messages. We have a full-page ad in the **Trains Trackside Guide** publication distributed by Kalmbach Publishing at educational events.

The Officers continue to monitor our **finances** closely, and they are tracking close to the budget. The Board received the Audit Report for 2002, which showed no problems or discrepancies in our accounting systems.

The Board approved a new **Promotional Membership** category to allow more flexibility in efforts to build membership. Initial plans are to use this category to recruit lapsed former members back into the Society. The Promotional category is limited to Associate Members, but President Molloy said the Society is open to working with chapters in the future on expanding this program.

No **new chapters** were chartered at this meeting. President Molloy announced that Queen & Crescent Chapter has been reorganized and has returned to active status. Unfortunately, the Southeast Texas Chapter has gone inactive and apparently plans to dissolve.

In **Convention** business, the Board approved all proposed changes to the NRHS Convention Policy. The Board approved the final financial statement from the Canyon Rails 2002 convention.

The 2003 **Convention** was a successful and enjoyable program thanks to the efforts of the Washington DC Chapter and the many NRHS and R&LHS people who worked with them. Convention Co-chair Bob Bitzer reported that the convention appeared to have finally passed the break-even point after many anxious moments. Only half the members who pre-registered actually purchased tickets, however. The Society is surveying those who did not attend in order to better understand and address the problems.

The 2004 convention will be in Minneapolis, MN hosted by the Northstar Chapter. Pre-registration forms will be mailed with Bulletin #1 for 2003 and may be printed from our website [www.nrhs.com](http://www.nrhs.com).



# PHILADELPHIA



FRANK G. TATNALL, JR.



## SEPTA REGIONAL RAIL

SEPTA, along with Greater Philadelphia, was fortunate to escape the massive power blackout which struck New York State, northern New Jersey, Connecticut and parts of the Midwest and Canada on Thursday afternoon, August 14. Upwards of 50 million people in the stricken area, along with businesses and all modes of transportation, suffered through the largest electrical outage in U.S. history, with some services not fully restored for more than 48 hours. Transportation in the New York region was paralyzed, except for ferryboats—and old-fashioned walking. Railroads, subways, airports, roads, elevators, escalators, all came to a standstill. In the aftermath, much has been written about finding the cause of the outage and the need to upgrade the national power grid to head off a recurrence of this failure, which turned out to be even more crippling than the memorable blackouts of 1965 and 1977.

The electric power supply on AMTRAK's Northeast Corridor was uninterrupted between Philadelphia and Trenton, which allowed SEPTA to maintain nearly normal R7 service. But further north it was a different story. Amtrak, NJ TRANSIT, METRO-NORTH and the LONG ISLAND RAIL ROAD were halted for several hours, and New York City's subway system did not resume operation until Saturday morning. Much credit for limiting the effects of the blackout went to the PJM Interconnection, a power distribution center located at Valley Forge, where operators noticed that electric transmissions in upstate New York were becoming erratic. They quickly isolated Pennsylvania, Delaware, Maryland and South Jersey from the fast-developing crisis, which checked the possible spread of the blackout to states as far south as Florida.

The August 21 issue of Metro carried an article on SEPTA's new Railroad Operations Control Center (ROCC), which now manages all 130 route-miles of the Regional Rail system (not including lines dispatched by AMTRAK). Over the past year, the last of the old towers in the field were closed, their functions transferred to the control center in the headquarters building at 1234 Market Street. Six dispatcher positions are now responsible for all train movements on non-Amtrak lines. In addition, SEPTA manages its own electrical power infrastructure, with a new Supervisory Control & Data Acquisition system (SCADA) installed for that purpose. It is currently being tested and should be fully operational in 2004.

The new southbound high-level platform at Melrose Park station is now in service, by means of wooden platform extensions which reach out to the relocated #1 track (see August *Cinders*). Work continues on the north end of the platform, which should be completed by the end of the year. At that time attention will shift to construction of a new northbound platform, and the #2 Mainline track will be swung over to the middle siding .....This month SEPTA will begin installing new catenary wire on the Mainline between Fern Rock and Elkins Park stations, as part of Regional Rail's ongoing \$85-million Wayne Junction-Glenside modernization program. The work will be confined to late-night hours Sunday through Friday, with only a minimal impact on train service. The track configuration and signal system on this busy line date to the Reading's electrification program in the early 1930's.

SEPTA's proposed renumbering of 17 ex-Reading Silverliner II's has been aborted, because of their planned retirement within the next few years. Thus the Budd-built cars will retain their Reading 9000-series numbers.....Only 12 General Electric Silverliner IV cars remain to go through SEPTA's interior upgrade program at Wayne Electric shop, out of the total fleet of 231 cars.....The increase in daily parking charges from 50 cents to \$1 has now reached virtually all SEPTA stations where fees are required. In addition, the monthly permit fee was increased from \$10 to \$20 effective September 2. Like the daily charge, this is the first increase in monthly rates since 1987.



## SEPTA TRANSIT

During the summer SEPTA has been strangely silent about the looming financial crisis in this fiscal year. There have been vague hints from Harrisburg that the State will fill some of the \$41-million hole in SEPTA's FY 2004 operating budget, but as of *Cinders'* presstime nothing definite had been heard. If additional funding is not soon forthcoming from Governor Rendell and the Legislature, the SEPTA board very likely will be forced to implement the draconian service cuts and fare increases that were threatened last May. The probable "drop-dead" date for this action will be the regular board meeting on September 25, unless a special meeting is convened before that time.

Delivery of the first of 18 rebuilt PCC cars for the Girard Avenue light rail line has been delayed again, but it should be on the property this month. Reportedly, the paint scheme will not be standard SEPTA, but instead reminiscent of the old PTC green with silver wings on the front end.....On August 26 and 27 a total of 62 plastic bottles filled with liquid were discovered near emergency exits up and down the Broad Street subway tunnel. While terrorism was first suggested as a motive,

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## PHILADELPHIA EXPRESS

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tests revealed the liquid to be nothing more than plain water. But who left the bottles—and why—was still a mystery. It was thought that homeless people camped out in the tunnel, or possibly SEPTA maintenance workers, might have been responsible..... An unidentified man was killed when he jumped in front of a southbound Broad Street subway train at the Race-Vine station on the afternoon of August 28. The incident forced cancellation of express service for three hours, including special "Sports Express" trains carrying fans to the Eagles football game that evening at Lincoln Financial Field in South Philadelphia..



# AMTRAK

Thursday, August 14, was a dark day—literally—for AMTRAK and all railroads in the New York, North Jersey, Connecticut, northern Ohio and Michigan areas. That's the day the lights went out as the entire electrical grid in the region failed, creating the largest power blackout in American history. The outage occurred just after 4 pm, at the start of the evening rush hour. Catenary and signal power was interrupted on the Northeast Corridor and on NJ TRANSIT lines in North Jersey, effectively halting all service into Penn Station and Hoboken. The METRO-NORTH and LONG ISLAND systems also were completely shut down, without third-rail and signal power, while service was suspended at the three major New York City area airports. Streets in New York were snarled as traffic signals went out and hordes of displaced commuters milled about trying to find a way to get home. Fortunately, the Hudson River ferries continued to operate, and were jammed with customers. Some 300,000 passengers were trapped on stalled New York City subway trains, as were thousands of riders on PATH and commuter trains, but all were successfully evacuated. Freight lines in the area also were affected by the blackout and were forced to suspend operations.

Over the next several hours and days rail service gradually returned to normal. It was after 8 PM Thursday before Amtrak was able to run its first trains into and out of Penn Station through the Hudson River tunnels. One lingering problem was the lack of power for lighting, ventilation and computers at Penn Station. By the next morning, with catenary and signal power fully restored, Amtrak was offering limited train service between New York, Philadelphia and Washington. But because of de-energized catenary east of New York, operations between Penn Station and Boston did not resume until late Friday evening. NJ TRANSIT lines in North Jersey were almost totally shut down—even the diesel-powered lines because of the loss of power to switches and signals—and only a reduced service was offered Friday on certain routes. But the Newark and Hudson-Bergen light rail lines were able to run a normal level of service that morning. CSX, NORFOLK SOUTHERN and the CONRAIL SHARED ASSETS terminal railroad in North Jersey slowly returned to normal operations on Friday, as signal and communications power was restored.

As September began, the future of AMTRAK is still to be determined by the powers that be in Washington. The transportation appropriations bill introduced in the House of

Representatives on July 30 contains only \$900 million for Amtrak in Fiscal Year 2004, beginning October 1, which is the same figure requested in the Bush Administration's budget. Amtrak President David Gunn has served notice that approval of this number will force him to shut down the entire system—including the Northeast Corridor. Gunn has made it clear that he needs \$1.8 billion to continue full operations through the next fiscal year.

On the Senate side, four Republican Senators introduced the American Rail Equity Act, which would reauthorize Amtrak for six years, establish the current system as a base for a national rail passenger system and provide \$2 billion per year for capital and operating needs. The bill also would establish a Rail Infrastructure Finance Corp., which could issue up to \$48 billion in Federal tax-credit bonds for Amtrak capital improvements, subject to approval by the Department of Transportation. It would transfer ownership of the Northeast Corridor from Amtrak to the DOT. Congress returns from its summer recess this month, and is expected to deal quickly with transportation funding (NARP) .....The well-connected *Kiplinger Washington Letter* predicts that when all is said and done AMTRAK will receive \$1.4 billion in FY 2004, midway between the House figure and David Gunn's proposal. This will be enough to "chip away at overdue maintenance projects, but not much else."

AMTRAK will go back to issuing one timetable booklet at the fall schedule change, instead of the National and Northeast timetables which have been printed separately since 1993. For the first time in many years, the new booklet will also contain three pages of sample fares and sleeping car charges (NARP).....AMTRAK reports that it carried 2,223,358 passengers in July, the highest single month in its 32-year history. This follows its strongest-ever ridership in April, May and June. One train with a significant increase during July was the *Silver Meteor*, which carried 30 percent more passengers than in July 2002.....The New York-Pittsburgh *Pennsylvanian* recorded the highest increase of any AMTRAK train from March to July 2003, when it carried a total of 64,230 passengers. This was a 98-percent increase over the year-ago period, when the train was still running on a less-convenient schedule between New York and Chicago.....But the new Acela Express high-speed trains have had a spotty record, running late this summer more than 25 percent of the time. In fact, Acela Express and Metroliner ridership dropped by 17 percent in the April-June period, while the New York-Washington airline shuttles reversed their decline and actually reported increased boardings for the first time since the September 11, 2001 terrorist attacks.

NORFOLK SOUTHERN and AMTRAK have agreed on a plan for NS to operate fast intermodal trains on the Northeast Corridor between Newark, NJ and Washington, DC, although the starting date has not been announced. This is an idea that's been in discussion since NS took over part of the CONRAIL system in 1999. The trains, to be symbolized 25A and 26A, will be operated primarily for United Parcel Service between the Croxton, NJ terminal and Atlanta, GA, replacing a slower, more circuitous service via Hagerstown, MD. The new trains will operate through 30<sup>th</sup> Street Station and Washington Union Station, with the southbound train leaving Croxton at 4 AM and passing through Philadelphia about 6:30 AM.....Former AMTRAK Vice President-Transportation Robert VanderClute has been

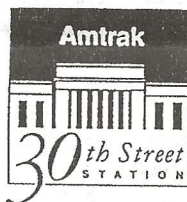
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## PHILADELPHIA EXPRESS

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named senior vice president for safety and operations at the Association of American Railroads (*Railway Age*).....The Army-Navy football game scheduled for December 6, 2003 will be the last game under the current contract in the City of Philadelphia. A total of 15 cities are competing for the privilege of hosting the game for the next five years. At one time numerous special trains were run directly to the South Philadelphia yards for football fans, but in recent years AMTRAK has operated only a single "VIP" train from Washington to 30<sup>th</sup> Street Station for the event.

AMTRAK and the Transportation Communications Union have reached a tentative agreement on a new four-year contract, retroactive to January 2000. The TCU represents about 5,000 Amtrak employees, including ticket and reservations agents, baggage handlers and clerical workers (NARP).....The National Transportation Safety Board has recommended that AMTRAK, the Federal Railroad Administration and the Transportation Security Administration develop an accurate system for identifying all passengers and crew on reserved trains, for use in case of emergency.....Senator Ernest Hollings of South Carolina, one of AMTRAK's best friends in Congress, has announced that he will retire at the end of next year. Hollings is past chairman and now ranking Democratic member of the Senate Commerce Committee, which has jurisdiction over rail passenger service. He is the lead sponsor of the National Defense Rail Act, which if enacted would vastly expand train service in the U.S. (NARP).



In line with President Gunn's business plan, AMTRAK is seeking to buy 14 new rail diesel cars—eight motor cars and six trailers. The vehicle that most closely matches the Amtrak specifications is Colorado Railcar's sleek diesel multiple-unit car, the demonstrator of which has been touring the U.S. and Canada (National Corridors Initiative) .....Gunn was the guest of Private Car Owner Bennett Levin July 27 on board Levin's **Pennsylvania 100** and **Warrior Ridge**, when the cars made a trip from Philadelphia to Pittsburgh on the rear of the **Pennsylvanian**.....The current issue of the *High Line*, published by the Philadelphia Chapter PRRT&HS, includes a history of the PRR's old car and locomotive shops inside the former wye at Lamokin Street in Chester. The shops are long gone, as are the wye and the former Chester Creek branch which diverged there from the mainline, but AMTRAK retained the "Lamokin" tower until the early 1980's ..... The U.S. Postal Service has agreed to sell its Main Post Office building at 30<sup>th</sup> & Market Streets to the University of Pennsylvania. A new state-of-the-art mail processing center will be built on 70 acres in the Eastwick section of Philadelphia, at a cost of \$289 million, with most of the 3,800 jobs transferred there from the old location. The classic Art-Deco-style Post Office was opened in the early 1930's at about the same time as the PRR's 30<sup>th</sup> Street Station across the street, and for many years it used several tracks below street level for loading and unloading mail cars. A retail postal service center will remain in the building.



## CSX, NS OTHER ROADS

CSX has had a tough year, with most service indicators falling below previous levels. The operating ratio, an index of expenses to revenues, rose to 85 percent in the second quarter, compared with rival NORFOLK SOUTHERN'S 81.8 percent. The situation forced CEO Michael Ward to order major changes in the railroad's operating organization. He issued an unusually stern memo to employees, giving them an "aggressive mandate" to get back on track by following the operating plan. "Too often," he declared, "we have allowed ourselves to justify poor results...Too often we have accepted mediocrity. Too often we have waited for others to act. This must change, and it must change now." To emphasize the point he announced the immediate elimination of 143 supervisory positions. Many of these people had been brought on board to handle the CONRAIL integration which, he said, is now complete. Added Executive Vice President & Chief Operating Officer Alan Crown in a follow-up letter to the troops, "Our key measurements, which started the year on a positive note, fell further and further short of our goals." Crown charged that "Too many layers of management built up after the Conrail integration have been 'calling audibles,' to use a football phrase. The habit of repeatedly making ad hoc changes to the plan stuck with us long after the service recovery. That process just isn't working in today's environment...We cannot continue our old ways" (*Railway Age, Traffic World*).

CSX experienced another problem last month when its computer network crashed early on August 20, a victim of the rapidly-spreading "SoBig" virus. Because of its effect on the dispatching and signal systems, all freight and passenger traffic was disrupted for a time, including commuter trains in the Washington-Baltimore area and AMTRAK trains in the South and Midwest. (The Philadelphia area was not affected because SEPTA dispatches all freight and commuter trains on the CSX-owned Trenton Subdivision between Woodbourne and West Trenton.) Using a back-up system, CSX managed to restore most operations by mid-morning, although delays continued. The railroad said that it was giving "first priority" to passenger trains.

A memorial service for the late CONRAIL Chairman L. Stanley Crane will be held at 11 AM on October 18 in the First Presbyterian Church, 21<sup>st</sup> & Walnut Streets, Philadelphia. Crane died in Florida July 15 at the age of 87 (see August *Cinders*).....READING, BLUE MOUNTAIN & NORTHERN has shifted its interchange point with NORFOLK SOUTHERN from Lehighton to Penobscot, PA, near Wilkes-Barre, over the objections of NS (see May *Cinders*).....Despite some uncertainty as to its future, the EAST BROAD TOP narrow-gauge railroad at Rockhill Furnace, PA, has resumed steam tourist service this summer. For information, telephone 814-447-3011..... PennDOT has approved a grant of \$785,000 to restore the former Reading railroad station in Quakertown, PA. A local group has been working for years to preserve the building, which in 2000 was added to the National Register of Historic Places (*Railpace*).

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**SEPTEMBER 13, 2003:**

Rescheduled date for Stewartstown Railroad excursion, sponsored by Harrisburg Chapter NRHS postponed from August 16 due to washouts on the line). Trip will include dinner stop in New Freedom (individual settlement or bring your own). Special train pulled by 44-ton diesel leaves Stewartstown station (just off PA Route 851) at 2 PM for New Freedom (where there will be a dinner stop (individual settlement or bring your own). Return trip departs New Freedom at 6:30 PM. Capacity extremely limited. Fare: \$15 per person in coach, \$25 in caboose. Order tickets from: Harrisburg Chapter NRHS, c/o Bill Gingrich, 536 Ridge Road, Elizabethtown, PA 17022-2751, enclosing stamped, self-addressed envelope or tickets may be picked up at trainside. For printable flyer, visit website [www.nrhs-hbg.pennsyr.com](http://www.nrhs-hbg.pennsyr.com).



**SEPTEMBER 13-14:** 20<sup>th</sup> anniversary open house at Reading, Blue Mountain & Northern Railroad headquarters, Port Clinton, PA, 10 AM-4 PM both days. Admission free. Included will be tours of locomotive shop and corporate center, diesel, steam and rolling stock and model railroad displays, musical entertainment and living history lectures. Because of limited parking space in Port Clinton, a free half-hourly shuttle bus service will be operated from and to the Hamburg Area School District parking lot just off PA Route 61 on Windsor Street in Hamburg. For information, telephone 610-562-2100 (website: [www.rbmnr.com](http://www.rbmnr.com)).

**SEPTEMBER 13-14:** Railfan weekend at New Hope & Ivyland Railroad, New Hope, PA, featuring 2-8-0 #40 and diesel locomotives on mixed trains and freight consists. Photo runbys and cab rides will be offered on each trip, plus a Saturday night photo special. For information, telephone 215-862-2332 or visit the railroad's website: [www.newhoperailroad.com](http://www.newhoperailroad.com)

**SEPTEMBER 13-21:** The Norfolk Southern exhibit car will be open to visitors at Railroad Museum of Pennsylvania, Strasburg. Regular museum hours and admission charges apply. For information, telephone 717-687-8628.

**SEPTEMBER 20-21:** "Planes, Trains & Automobiles" train show at Reading Airport, Reading, PA, sponsored by Reading Company Technical & Historical Society. For information, visit RCT&HS website at [www.readingrailroad.org](http://www.readingrailroad.org).

**SEPTEMBER 27:** 15<sup>th</sup> annual Delaware Transportation Festival at Amtrak station, Front & French Streets, Wilmington, DE, 10 AM-5 PM, sponsored by DelDOT and Amtrak. Admission free. Featured will be equipment displays (possibly including NRHS-owned ex-Reading FP7's #902 and 903), food, public service and sales tables, and rides on a SEPTA train to Marcus Hook and return. The duPont Riverfest along the nearby Christina River will be in progress at the same time. For information, telephone 302-760-2080.

**SEPTEMBER 28:** Annual Railroadiana & Model Railroad Show & Sale at Dieruff Senior High School, Irving & Washington Streets, Allentown, PA, 10 AM-4 PM, sponsored by Lehigh Valley Chapter NRHS. Admission: \$3 adults, \$5 family. For information, telephone Paul Kuehner at 610-261-0133.

**OCTOBER 4-5:** Altoona Railfest 2003 at Altoona, PA, 9 AM-6 PM both days, sponsored by Railroaders Memorial Museum. Events include special train headed by Juniata Terminal's ex-Pennsy E8's from Harrisburg to Altoona via Norfolk Southern mainline on Saturday, October 4, returning on Sunday the 5<sup>th</sup>. The train will also operate a round-trip Altoona-Pittsburgh Saturday evening-Sunday morning and three excursions each day Altoona-Gallitzin, PA via Horseshoe Curve. The Gallitzin excursions will depart at 10:20 AM, 12:30 and 3:15 PM both days. "Weekender" tickets: \$25 per person for two-day museum admission and coach seat on excursion train, \$50 for two-day admission and first class seat in **Warrior Ridge** parlor car, \$18 for coach seat only on excursion. Numerous other events are scheduled, including parade, 5K run, hot air balloon rides, photo contest and train show at Jaffa Shrine (\$5 admission to show). For tickets, telephone 888-425-8666 (e-mail [railfest@railroadcity.com](mailto:railfest@railroadcity.com)). Information may be obtained from website [www.railroadcity.com](http://www.railroadcity.com)).

**OCTOBER 11:** "Flaming Foliage Express" from Harrisburg to Renovo, PA and return via Norfolk Southern's ex-Pennsylvania Buffalo Line, sponsored by Harrisburg Chapter NRHS. Special Amtrak train powered by Juniata Terminal's former PRR E8's leaves Harrisburg station at 7:30 AM, returning about 8 PM, with four-hour layover in Renovo for the Pennsylvania State Flaming Foliage Festival. Passengers may remain on the train for an additional ten-mile ride to Keating, where the train will be turned. Coach fare: \$90 per person. Order tickets from: Harrisburg NRHS Ticket Agent, P. O. Box 141, Boiling Springs, PA 17007-0141, making checks payable to "Harrisburg Chapter NRHS" and enclosing stamped, self-addressed envelope. For information, telephone 717-232-6221 and leave a message.

**OCTOBER 11:** "Autumn Leaves Special" excursion from Hagerstown to Cumberland and Oakland, MD and return via CSX, sponsored by Hagerstown Roundhouse Museum and Hagerstown Chapter NRHS. MARC-equipped train leaves Hagerstown 7:30 AM, returns 8:30 PM. Fares: \$80 adults, \$75 seniors, \$50 children (ten percent discount applies to orders received prior to August 31). Order tickets from: HRM, P. O. Box 2858, Hagerstown, MD 21741-2858. For information, telephone 301-739-4665.

**OCTOBER 11:** Diesel or steam-powered excursion from Scranton to an as-yet undetermined point on the former Delaware, Lackawanna & Western mainline and return, sponsored by Steamtown National Historic Site. Special train leaves Steamtown early morning and will last all day. At presstime, final decision on destination had not been made. For complete information, telephone Steamtown toll-free at 888-693-9391, or visit website [www.nps.gov/stea](http://www.nps.gov/stea).

**OCTOBER 11, 18:** "Autumn Leaf Special" on Reading, Blue Mountain & Northern from Port Clinton to Jim Thorpe, PA and return, via Tamaqua and Hometown bridge. Diesel-powered train with open-window coaches leaves Port Clinton at 9 AM both days, returning about 6:30 PM, with four-hour layover in historic Jim Thorpe. A photo runby enroute also will be scheduled. Fare: \$29 per person. Order tickets from: Reading & Northern Railroad, P. O. Box 218, Port Clinton, PA 19549-0218, making checks payable to "Reading & Northern."

(Continued on Page 7)

## PHILADELPHIA EXPRESS (Continued from Page 5)

The former Lukens steel mills at Conshohocken and Coatesville will soon get more work in producing steel plates, the Inquirer reported last month. This follows an agreement between International Steel Group, the new owner of Lukens, and U.S. Steel to shift production between them. Earlier this year ISG purchased the bankrupt Bethlehem Steel Corp., which had owned Lukens and its subsidiary railroads.....On September 1 WHYYY Channel 12 broadcast a documentary film on the rise and fall of once-mighty Bethlehem Steel, which several years ago shut down its home plant in Bethlehem.....Electro-Motive is introducing a new heavy-duty AC-traction locomotive with higher-horsepower and a lower-emission-producing prime mover. It is the SD70ACe, which contains an improved version of the already-successful 16-cylinder 710 engine that puts out 4,300 hp instead of the current 4,000. The four prototype SD70ACe units, GM 70-73, are currently being tested, with production units to be available in early 2005 when new clean air regulations become effective. Competitor General Electric announced its new lower-emission "Evolution"-series locomotives last December (Trains).

The Reading Company Technical & Historical Society is acquiring two classic ex-Reading passenger cars for its growing collection. One is grill car #2060 which had been off-track for years as a restaurant, but is now stored on the RBM&N at Good Spring, PA. It was donated to the Society by Member Ben Bernhart. The other is ex-diner #1186, a familiar sight for years at North Broad and Noble Streets, parked on an abandoned siding where it served as a passport photo parlor and later as the Steak & Bagel diner. Both cars eventually will be moved to RCT&HS facilities at Leesport or Hamburg, PA. The Society has also acquired former RDG GP7 #621 from PENN EASTERN RAIL.....The State Transportation Commission has begun a series of public meetings across Pennsylvania to gain input for a new 12-year transportation program. The plan will set forth priorities for the funding of highway, bridge and rail-related projects over that period. A hearing will be held in Philadelphia on September 26. Information can be obtained on the PennDOT website at [dot.state.pa.us](http://dot.state.pa.us) .....Southern Railroad of New Jersey has again won the contract from Salem County to operate 18 miles of the former PRSL branch between Swedesboro and Salem, NJ. Elderly F7A #727 continues in service on SRNJ (Railpace).

Lancaster County is finally taking action to establish a 22-mile recreational trail on the right-of-way of the abandoned PRR/CONRAIL Atglen & Susquehanna branch near Quarryville, PA. Current owner NORFOLK SOUTHERN appears willing to cooperate now that a proposal to rebuild the line for freight service has been scrapped, but local "NIMBYs" who have long fought the trail may still oppose it (Harrisburg Chapter).....The Anthracite Railroads Historical Society has executed a lease with the DELAWARE-LACKAWANNA RAILROAD in Scranton for ARHS's ex-Reading RS3 locomotive #467. The Society also reports it has a viable proposal to move former Pennsy RS3 #8479 from its longtime storage site at Swedeland, PA to Williamsport.



## Extra List (Continued from Page 6)

**OCTOBER 13:** Steamtown National Historic Site will operate special rail excursion from Scranton to Tobyhanna, PA and return, using either steam or diesel power. This special Columbus Day trip will leave Scranton at 11:00 AM, and return to Steamtown about 2:00 PM. Time will be permitted during layover at Tobyhanna to visit depot restored by Pocono Mountain Chapter, NRHS. Tickets are \$25.00 per person (children under 6 free when accompanied by an adult), and advance reservations are required. For reservations and information, telephone toll-free 888-693-9391 or visit website [www.nps.gov/stea](http://www.nps.gov/stea).

**OCTOBER 16:** "A Postcard History of the Wyoming Valley Region of Pennsylvania" slide lecture by F. Charles Petrillo and Charles Kumpas, at National Canal Museum, Two Rivers Landing Auditorium, 30 Centre Square, Easton, PA, starting at 7:30 PM. Admission is free. For information, telephone 610-559-6613.

**OCTOBER 18:** "Autumn Leaf Special" trips aboard ex-Pennsy N7 cabin car on steam-powered train over Wilmington & Western Railroad. Train leaves Greenbank (DE) station for Hockessin and return at 12:30 PM, while the 3:30 PM trip will travel to Mount Cuba and return. Fares: \$15 per person for each trip or \$25 for both trips. Order tickets from: Edward Feathers, P. O. Box 143, Glenolden, PA 19036-0143, enclosing stamped, self-addressed envelope and making checks payable to him. For information, telephone 610-909-2708 or e-mail to [pennsycaboose@aol.com](mailto:pennsycaboose@aol.com).

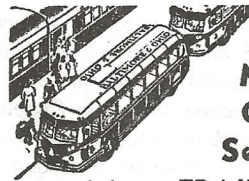
**OCTOBER 25:** Diesel or steam-powered excursion from Scranton to an as-yet-undetermined point on the former Delaware, Lackawanna & Western mainline and return, sponsored by Steamtown National Historic Site. See October 11 item above for contact information.

**NOVEMBER 1:** Special excursion on Cape May Seashore Lines showcasing Lehigh Valley-painted F7 locomotives, sponsored by West Jersey Chapter NRHS. Train leaves Fairgrounds station, Cape May Court House, NJ, at 10:05 AM, returning at 4 PM. A night photo special will leave at 5 PM, returning about 8 PM. Fares: Day trip \$20 per person, night trip \$12, combination ticket \$30. Order tickets from: Cape May Seashore Trip, c/o Dave Homer, 338 North Stanwick Road, Moorestown, NJ 08057-3630, enclosing stamped, self-addressed envelope and making checks payable to "West Jersey Chapter NRHS." For information, telephone 856-866-0391 between 6 and 10 PM, or visit CMSL website: [www.cmslrr.com](http://www.cmslrr.com).

**NOVEMBER 1:** Rare mileage excursion White River Jct. to Wells River, VT and return over ex-Boston & Maine trackage, sponsored by Mass Bay RRE. Train leaves White River Junction 10:30 AM, returns approximately 5:00 PM. Very rare trip will include photo opportunities. Fare: \$39 per person, by advance reservation only. For information and tickets, contact: Mass Bay RRE, P. O. Box 4245-BV, Andover, MA 01810-0814. More detailed information (box lunches, Boston bus connections, etc.) by telephoning 978-470-2066 or website [www.massbayrre.org](http://www.massbayrre.org).

**THROUGH DECEMBER 7:** "On the Road to Paradise: A History of the Strasburg Rail Road," display of photos and artifacts from America's oldest shortline, at Railroad Museum of Pennsylvania, Strasburg. Regular museum hours and admission charges apply. For information, telephone 717-687-8628.

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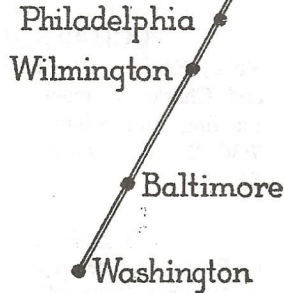
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(FORM VP)



## TRAIN SCHEDULES

New York City  
(42<sup>nd</sup> St. Opp Grand Central)



**BALTIMORE & OHIO**

Issued April 29, 1956

WESTWARD	11			35	27	5	1	523	3	7
Standard Time	PM	PM	PM	AM	AM	AM	PM	PM	PM	PM
Lv New York, 42d St. Sta.	9.00	10.00	11.05	.....	7.45	11.00	1.10	3.10	4.05	5.15
Lv Liberty St.	9.30	10.30	11.35	.....	8.15	11.30	1.40	3.45	4.38	5.50
Lv Jersey City	11.50	.....	.....	8.30	11.45	1.55	4.00	4.55	6.05	.....
Lv Elizabeth (Note 1)	12.08	.....	.....	8.46	12.01	2.11	4.17	5.12	6.21	.....
Lv Plainfield (Note 1)	12.26	.....	.....	8.59	12.15	2.25	4.30	5.25	6.35	.....
Lv Wayne Jct.	1.54	.....	6.40	9.54	1.10	3.20	5.25	6.21	7.30	.....
Lv Philadelphia	2.20	.....	6.59	10.10	1.30	3.37	5.41	6.37	7.47	.....
Lv Wilmington	2.52	.....	7.28	10.35	1.58	4.02	6.06	7.03	8.15	.....
Ar Baltimore (Mt. Royal)	4.47	.....	8.51	11.38	3.12	5.11	7.12	8.22	9.32	.....
Ar Baltimore (Camden)	4.55	.....	8.56	11.43	3.17	5.16	7.17	8.27	9.37	.....
Ar Baltimore (Camden)	5.10	.....	9.00	11.45	3.20	5.20	7.19	8.30	9.40	.....
Ar Washington	6.00	.....	9.45	12.30	4.05	6.05	7.55	9.15	10.25	.....
	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM

(All trains operate Daily) Light-face figures A.M. time. Dark-face figures P.M. time.  
Dining Cars on all trains except 11, 12 and 36.  
NOTE 1.—Stops on notice to ticket agent to receive revenue passengers for Wayne Jct. and West.

EASTWARD	12		2	6	4	504	28	8	36	
Standard Time	AM	AM	AM	AM	Noon	PM	PM	PM	PM	
Lv Washington	12.01	7.00	9.00	10.30	12.00	2.45	4.00	5.00	.....	
Ar Baltimore (Camden)	12.46	7.38	9.38	11.08	12.36	3.21	4.38	5.42	.....	
Lv Baltimore (Camden)	12.49	7.40	9.40	11.10	12.38	3.23	4.40	5.45	.....	
Lv Baltimore (Mt. Royal)	1.04	7.46	9.46	11.16	12.44	3.29	4.46	5.51	.....	
Lv Wilmington	2.44	8.56	10.59	12.20	1.50	4.32	6.00	7.10	.....	
Ar Philadelphia	3.22	9.27	11.31	12.49	2.20	4.58	6.30	7.45	.....	
Ar Wayne Jct.	3.54	9.45	11.50	1.11	2.36	5.14	6.51	.....	.....	
Ar Plainfield (Note 2)	5.13	10.40	12.45	2.06	3.31	6.12	7.46	.....	.....	
Ar Elizabeth (Note 2)	5.31	10.53	12.58	2.19	3.44	6.25	7.59	.....	.....	
Ar Jersey City	5.50	11.10	1.15	2.35	4.00	6.40	8.15	.....	.....	
Ar Liberty St.	6.15	6.42	7.09	11.25	1.30	2.50	4.15	6.55	8.30	.....
Ar New York, 42d St. Sta.	6.40	.....	7.35	11.55	1.55	3.25	4.45	7.15	8.50	.....
	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM

(All trains operate Daily) Light-face figures A.M. time. Dark-face figures P.M. time.  
NOTE 2.—Stops to discharge revenue passengers from Wayne Jct. and West.

(Above is a copy of B&O Form VP dated April 29, 1956, showing service between Jersey City, Philadelphia and Washington, DC. B&O Train #35, which originated daily at Wayne Junction on the Reading, gathered mail cars from RDG Train #306, the Interstate Express (informally known as the "BING"). A complete 12-page article on #306, appears in the August 2003 *Railroad Model Craftsman* (\$4.50, Carstens), written by Wm. T. Greenberg, Jr. Any RDG/CNJ fan will want a copy of this article for their library.)

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