

CINDERS

OCTOBER 1999



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Volume 60

Newsletter of the

Number 9

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, PA 19101

Floyd Rips Region, Snarls Transportation

One of the most destructive storms in memory struck the tri-state region on Thursday, September 16, flooding homes and businesses, knocking out power and disrupting all forms of transportation.

When the remnants of Hurricane Floyd roared in from the South that morning, it set a new one-day record at Philadelphia of nearly seven inches of rain and as much as ten inches in some suburban communities. Peco Energy declared Floyd the second worst storm in the company's history with nearly 500,000 customers losing electricity, some of whom did not have their power restored for three days. Downed trees were the principal culprit, the soggy ground making them easy prey for wind gusts up to 50 mph, although some failures were caused by the flooding of power substations. Only the severe ice storm of January 1994 was worse, when more than 600,000 outages were reported.

The downpour spawned countless personal tragedies, including 12 deaths in the region attributed to the storm and the destruction of hundreds of individual homes and businesses in low-lying areas such as Darby Borough and along the Neshaminy Creek in Lower Bucks County. In Bound Brook, NJ, located on Conrail's ex-Lehigh Valley mainline and NJ Transit's former Jersey Central main, fires broke out as a large section of the city was submerged under the swollen Raritan River. Conrail was shut down for three days until the flood waters subsided, and NJT did not reopen its station until September 27.

In the Philadelphia, Wilmington and South Jersey areas many streets and highways were flooded, and some like Route 23 in West Conshohocken remained closed a week later due to damaged bridges. Thousands of flights into and out of Philadelphia International Airport were cancelled over a period of several days, mainly due to conditions in Florida, Georgia and the Carolinas, but as the weather worsened here the airport was shut down on Thursday. For a time passengers found it difficult to get to the airport at all because of flooding on nearby roadways and closure of SEPTA's R1 Airport Line. The northbound ramp from I-95 to the airport remained closed for several days after the storm had passed.

All railroads and most transit lines in the region suffered disruptions and delays at the hands of Floyd. Here's a rundown of what happened on SEPTA's Railroad Division:

R1 Airport - Shut down for three days due to flooding in the hard-hit Eastwick section of the City. Buses were substituted, and when rail service resumed on Sunday signal outages caused delays.

R2 Marcus Hook-Wilmington - Out of service on Thursday south of Marcus Hook, due to flooding and debris on the Amtrak mainline. On Friday trains were still terminating at Marcus Hook.

R2 Warminster - Buses substituted on Thursday north of Willow Grove because of high water and fallen trees.

R3 Media-Elwyn - Out of service on Thursday, service restored by Friday afternoon.

R3 West Trenton - Buses operated on Thursday between Bethayres and Neshaminy due to high water.

R5 Lansdale-Doylestown - No service Thursday between Lansdale and Doylestown. Also, a small washout occurred in the Gwynedd Cut but service continued.

R5 Paoli-Downingtown - Limited service Friday due to wire problems.

R6 Norristown - Service cancelled on Thursday due to flooding at Conshohocken, with Norristown passengers urged to use the Route 100 Norristown High Speed Line. On Friday buses were substituted between Miquon and Norristown. Full service resumed Sunday, two days after the Schuylkill River had crested and begun to recede.

R7 Chestnut Hill East - Service cancelled on Thursday due to fallen trees blocking the line, but was resumed Friday.

R7 Trenton - On Friday buses used between Levittown and Trenton when flood waters covered the Amtrak mainline at Trenton.

R8 Chestnut Hill West and Fox Chase - Most service was maintained during the storm.

(Continued on Page 8)

PHILADELPHIA CHAPTER, NRHS, Inc.
Post Office Box 7302, Philadelphia, PA 19101-7302

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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Eakins Lounge, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner at 6:15 PM (\$19.00 per person), Meeting 7:30 PM.

ANNUAL MEMBERSHIP DUES: \$31.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only status.

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. PLEASE INCLUDE NEW PHONE NUMBER!

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

MEETING NOTICE:

FRIDAY EVENING, OCTOBER 15, 1999

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

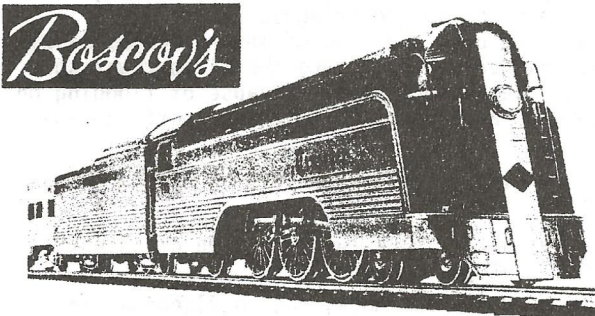
Dinner at 6:15 PM (\$19.00 per person), Meeting at 7:30 PM
Parking in Wills Eye Hospital garage, 9th Street above Locust
(\$5.00 after 6 PM), or Parkway Garage, also 9th above Locust
(\$5.75 after 6 PM), Downtown Garage, Walnut Street east of
10th (\$5.00 after 5 PM)

Our October 15, 1999 meeting will feature a narrated slide lecture by Chapter Member Paul Kutta entitled "Northwest Adventure". Featured will be slide coverage of BC Rail, VIA Rail Canada's Skeena between Prince George and Prince Rupert, the White Pass & Yukon as well as the new Vancouver, BC commuter rail operation, West Coast Express.

The evening will begin with our usual sit-down dinner in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, beginning at 6:15 PM, at a cost of \$19.00 per person. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, OCTOBER 12, 1999 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.

Plan to join us in October as we travel to the Northwest for some interesting rail operations. As a reminder, our November 19, 1999 meeting will feature the Chapter's Railroadiana Auction, so dig through your attics for material to offer at that event.

Boscov's Donates Crusader Model for Chapter Fundraiser



For the third year in a row Boscov's Department Stores has donated an expensive K-Line "O-gauge" trainset to Philadelphia Chapter, to be used for a fundraising raffle. This year the first prize is a beautiful die-cast model of a streamlined Reading Crusader Pacific-type steam locomotive, two coaches, diner and two observation cars, priced at \$999. Only 1,000 of the sets will be produced for Boscov's. The donation was arranged by Chapter Treasurer Charlie Van Reed.

The second prize is a one-zone Amtrak Explore America ticket good for unlimited coach travel in any one of Amtrak's four U.S. fare zones. Third prize is any book from the Chapter store and fourth prize is any video from the Chapter store.

This month all members of Philadelphia Chapter will receive a letter and a set of raffle tickets to either purchase themselves or sell to friends as a means of supporting the FP7 #903 restoration project. The price is \$5 per chance or six for \$25. We thank Boscov's for their generous support of the Chapter, and hope that everyone will participate in the raffle. The drawing for all four winners will be held at the conclusion of the Greenberg's Great Train Show on December 12 at Fort Washington Expo Center, just in time for Christmas!

Eight More Members Reach 25-Year Mark

In 1999, another eight Philadelphia Chapter members reach the 25-year milestone in continuous NRHS membership, and will be awarded the silver pin which signifies this achievement.

They are: James D. Boyd, Harvey Glickenstein, Donald F. Morrison, Robert E. Russell, Edward N. Strow, Douglas P. Thomas, William Thomas III and Francis R. Toomey.

The entire membership joins in congratulating these members on their quarter-century of service.

Chapter Board Meeting to be Rescheduled

Philadelphia Chapter's quarterly board of directors meeting scheduled for October 28 and announced in the August issue of Cinders has been rescheduled to Wednesday evening, November 10, 1999. The meeting will be held in the NRHS national office, 100 North 17th Street, 12th Floor, beginning at 7 PM. Chapter members are cordially invited to attend.



While Frank Tatnall will document the recent Hurricane Floyd service disruptions at Trenton station, it seems, in earlier times, I can remember a train of Jersey Arrow MU cars being flooded out and a late night Amtrak clocker being trapped at Trenton. Somehow, attention is not paid to potential flooding problems, and we don't learn our lessons as we should.

Amtrak has bowed to the inevitable and formally announced that the consortium building its new Acela Express trainsets will not commission its first consist until sometime next spring. Previously, Amtrak had expected to begin service in December with a single Washington-Boston round-trip, northbound in the morning, returning in the late afternoon from Boston. The full service is still expected to be in place by September, 2000, barring, of course, further service delays.

By the above date, all of the traditional hourly Metroliner frequencies will have been replaced by Express trains. Final schedules are still being fine-tuned, but press releases indicate that there will be 19 weekday trains between New York and Washington, nine of which will run to or from Boston. The first morning train to Boston and the last evening train from Beantown will originate and terminate at New York.

Those with long memories will recall that the Metroliners, when introduced by Penn Central, were assigned 2000-series train numbers. Well, it now appears that the new Acela Express trains will be numbered in the 2100's (weekdays) and 2200's (weekends). New York-Washington trains will be in the series 2100-2119, Boston-Washington 2150-2167 and New York-Boston 2190-2191. There will be fewer weekend Express trains, just as today there are fewer weekend Metroliners.

Several of the rush-hour Express trains will make limited stops between Washington and New York and operate on faster schedules (about 2 hours, 30 minutes). East of New York, all trains will stop at Providence, Back Bay and South Station and most trains will stop at Route 128. Some trains will stop at New Haven or Stamford, and a few trains will call at New London, but only when high-level platforms can be provided.

Generally speaking, most new Express trains will replace existing Metroliners below New York, but there will be several additional rush-hour trips. When the entire fleet is in service, 18 trainsets will be scheduled, with two spare sets. Initial running times will be a tad more than hoped-for, with room for future speedups as improvements continue (like replacing vintage catenary in Connecticut).

When electrification is commissioned between New Haven and Boston, Amtrak plans to operate an initial service of two Washington-Boston Regional round-trips, possibly by January. Likely candidates could be Trains 163, 170, 173 and 174. They will operate behind AEM-7's on faster schedules to begin to provide a benefit to Amtrak passengers. But, there are limits to the extent of electric service that can be provided until the 15 HHL locomotives can be debugged and placed in service. These units have experienced the same truck problems as the Express trainsets. Also, with AEM-7's committed to an extensive rebuilding program at Wilmington shop, there will not be many spare motors on hand. In time, of course, everything should sort itself out, with a lot of hard work by Amtrak and consortium personnel.

Amtrak took several hits this summer in derailments, but otherwise seemed to have kept its fleet of locomotives and cars up and running. However, there are a few interesting observations, such as P42 units 77 and 95 restored to the active fleet and sent to a contract shop near Tacoma, WA for rebuilding. All of the equipment involved in the Sunset derailment last July in Lissle, TX were held in Houston until September, when they were taken as a hospital train to Beech Grove for attention. This consist included P42 98, P40 831, baggage 1170, Superliner sleepers 32016 and 32065, Sightseer lounge 33003 and transition sleeper 39020.

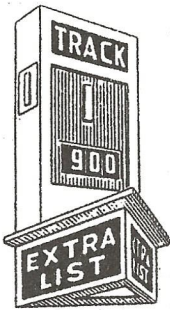
The F40 fleet is being spread to the four winds, with units 254 and 378 being rebuilt for assignment to Canadian American (Amtrak still calls it Bangor & Aroostook). AMT (operator of the former CP Lakeshore commuter service in Montreal) is leasing four units, 223, 263, 319 and 340, while "Bangor & Aroostook" has got six units, the 266, 345, 364, 365, 376 and 397.

In other diesel fleet news, a GP40TC was assigned as a "loaner" to the Providence & Worcester, while that road's units were cycled through the program to receive the mandatory new cab signals and speed control (ACSES). FL9's 485 and 486 have been reassigned to "East End" maintenance service (Cedar Hill-Boston), usually operating as a pair. A fourth CF7 (586) has been restored to service, but it then derailed and was returned to Wilmington for attention. The "Pepsi" GE P32's based at Chicago are now receiving the current corporate "look" as they cycle through Beech Grove for heavy overhauls. The 504 has been noted, while 514-516 are currently at Beech Grove for the same treatment. Empire Service P32DM 713 has been restored to service after over a year in storage for repair of an electrical fire; the work was done by General Electric at Erie.

There are four AEM-7's at Wilmington shops for remanufacturing. I believe the order is 916, 912, 901 and 924. The 918, however, has been at Wilmington for some time, as well.

In Amtrak equipment items, you should begin to see a large number of Heritage baggage cars appearing in the current scheme as Beech Grove has almost 20 cars in for overhauls. Several MHC's are also in for work as well. Florida Fun Train baggage car 1004 moved to Beech Grove in September for repainting into standard Amtrak livery. Vermont baggage car 1800 is at Bear for periodic maintenance (will it keep its distinctive paint scheme?).

(Continued on Page 5)



OCTOBER 13, 1999: "From Indian paths to mansions: The story of the Main Line railroads," lecture by Gerald A. Francis, president of the Lower Merion Historical Society, at Main Line Art Center, Old Buck Road & Lancaster Avenue, Haverford, PA, starting at 7 PM. Admission is free. A display of railroad artifacts will be included. For information, telephone 610-525-0272.

OCTOBER 16: Amtrak fall foliage excursion from Parkesburg, Lancaster and Harrisburg to Altoona and Gallitzin, PA via Horseshoe Curve, sponsored by Lancaster Chapter NRHS. Train leaves Parkesburg 5:10 AM, Lancaster 6:40, Harrisburg 7:35 AM, returning to Harrisburg 8:20 PM, Lancaster 9:20, Parkesburg 10 PM. Fare: \$89 per person, which includes admission to Horseshoe Curve National Historic Landmark and Altoona Railroaders Memorial Museum. Light food service will be available on train. Order tickets from: Lancaster Chapter NRHS, 105 Harrison Avenue, Christiana, PA 17509-1209. For availability, telephone 610-593-8129.

OCTOBER 16: Inaugural train excursion from Jim Thorpe to Steamtown in Scranton will be sponsored by Reading, Blue Mountain & Northern Railroad, through spectacular Lehigh Gorge in its autumn splendor. Diesel-powered train leaves East Jim Thorpe 8:30 AM, returns approximately 7:00 PM. Fares: Adults \$32.00, children (under 12) \$23.00, which includes admission to Steamtown. Order tickets from: Reading, Blue Mountain & Northern Railroad, P.O. Box 218, Port Clinton, PA 19549-0218, making payment to RBM&N Railroad.

OCTOBER 16: Fall foliage excursion on Reading & Northern Railroad from Tamaqua to Jim Thorpe, PA and return via high bridge at Hometown, using two Budd RDC cars, sponsored by Schuylkill County Visitors Bureau. Train leaves Tamaqua 10:15 AM, returns 5 PM. Fare: \$9.90 per person. Order tickets from: Schuylkill County Visitors Bureau, 91 South Progress Avenue, Pottsville, PA 17901. For information, telephone, toll-free 800-765-7282.

OCTOBER 16: Chartered bus excursion to Baltimore, MD, sponsored by Delaware Valley Chapter NRHS. Included are visits to B&O Railroad Museum, with ride on the museum's train, and Ellicott City B&O Station Museum. Bus leaves PennDOT park-and-ride lot, Routes I-95 and 32, Yardley, PA, at 7 AM, SEPTA Cornwells Heights station 7:30 AM. Fare: \$30 per person. Order tickets from: Delaware Valley Chapter NRHS, c/o Tom Hychalk, 337 Stockham Avenue, Morrisville, PA 19067-6614, making checks payable to "Delaware Valley Chapter," for pickup on day of trip. Include telephone number with order.

OCTOBER 16-17: "Foliage Express" on West Chester Railroad from West Chester to Glen Mills, PA and return. Diesel-powered trains leave Market Street station, West Chester, at 12:30 and 2:30 PM. Fares: \$9 adults, \$6 children (2-12). For information, telephone 610-430-2233.

OCTOBER 23: Fall foliage excursion via Amtrak trains 657/652 and Middletown & Hummelstown Railroad from Philadelphia to Middletown and Hummelstown, PA and return, sponsored by West Jersey Chapter NRHS. Alco T6 switcher will be used on M&H. Fares: \$40 adults, \$20 children (3-11). Amtrak train leaves 30th Street Station 9:15 AM, returns 6:35 PM. Order tickets from: Norman Seidelmann, 2237 38th Street, Pennsauken, NJ 08110-2242, making checks payable to "West Jersey Chapter NRHS" and enclosing stamped, self-addressed envelope. For information, telephone 609-663-1086 or 609-427-9327.

OCTOBER 23: Old Main Line fall foliage excursion from Baltimore, MD to Harpers Ferry and Martinsburg, WV and return via CSX, sponsored by B&O Railroad Museum. MARC-equipped train departs B&O Museum, 901 West Pratt Street, at 8 AM, operating west via Old Main Line and returning at 7:15 PM via Metropolitan Subdivision. Fares: \$45 non-member adults, \$40 member adults, \$30 children (under 12). Passengers may bring their own food and drink (no alcohol). Order tickets from: B&O Railroad Museum Excursion, 901 West Pratt Street, Baltimore, MD 21223. For information, telephone 410-752-2465.

OCTOBER 23: "Berkshire Limited" fall foliage Amtrak excursion from Boston to Pittsfield, MA and return, sponsored by Mystic Valley Railway Society. Train leaves South Station, Boston, at 9 AM, returning about 6 PM. Fare: \$65 per person (including lunch on board). Order tickets from: Mystic Valley Railway Society, P. O. Box 365486, Hyde Park, MA 02136-0009. For information, telephone 617-361-4445.

OCTOBER 23: Excursion on Reading & Northern Railroad from Tamaqua to Pottsville, PA and return using two Budd RDC cars, sponsored by Schuylkill County Visitors Bureau. Train leaves 8:45 AM, returns 4:15 PM. At Pottsville, group will tour historic Yuengling Brewery. Fare: \$9.90 per person. Order tickets as shown in October 16 item above.

OCTOBER 29-31: U. S. Postal Service "Celebrate the Century Express" will be on display at Amtrak station, Harrisburg, PA, featuring numerous displays and restored Railway Post Office car.

OCTOBER 30: Excursion on Reading & Northern Railroad from Tamaqua to Jim Thorpe, PA and return using two Budd RDC cars, sponsored by Schuylkill Valley Visitors Bureau. Train leaves 10:15 AM, returns 5 PM. Fare: \$9.90 per person. Order tickets as shown in October 16 item above.

OCTOBER 30-31: "Halloween Express '99" diesel-powered excursions on Morristown & Erie Railway, leaving from Whippany Railway Museum, Whippany, NJ, at 1, 2, 3 and 4 PM both days. Fares: \$7 adults, \$4 children. Advance reservations recommended. Order tickets from: Whippany Railway Museum, P. O. Box 16, Whippany, NJ 07981-0016, enclosing stamped, self-addressed envelope. For information, telephone 973-887-8177.

NOVEMBER 6: "Flemington Branch Special" on Black River & Western Railroad from Ringoes to Three Bridges, NJ and return, sponsored by Jersey Central Chapter NRHS. Original Jersey Central GP7 #1523 and ex-CNJ coaches will be used. Train leaves Ringoes 1 PM, returns about 9 PM after daylight photo runs, dinner break and night photo session. Fare: \$25 per person. Order tickets from: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066-0700, enclosing stamped, self-addressed envelope. For information, telephone 908-233-3603 (E-mail: RPnews@worldnet.att.net).

ON THE SCENE (Continued from Page 3)

Express cars have passed the halfway point in the program to refit them with new shock absorbers. This will allow Amtrak to haul empty cars on regularly-scheduled passenger trains, eliminating the need to operate extra trains of empty cars. In August, such trains were operated between Emeryville and Los Angeles on the 13th and 24th. Additional equipment has been received for RoadRailer service. CouplerMates have been seen as high as 5047 and 5232 (there are two types) and bogies as high as 5686 have been noted. Also, additional vans (and Norfolk Southern Triple Crown vans) are in service.

Two Heritage dorms involved in the recent Silver Palm accident in Florida are still not back in service. The 2518 went to Beech Grove and the 2520 is at Sanford, FL. On the Heritage diner front, the 8512 now appears in the current livery, the first of its type. Beech Grove is rebuilding the 8507, 8551 and 8552, while the 8515 and 8522 are stored pending rebuilding next year. The 8512, by the way, retains its tan interior and was restored to working order at Chicago.

A fourth El Capitan car has been released from Beech Grove-- the 39957 came out on August 29. Curiously, lounge car 39971 had been stored on August 1 (this was the one car of its type not refurbished for Pacific Parlor service). Los Angeles, meanwhile, has applied the current striping to cab cars 9634 and 9635. Reports suggest that the San Diegan service will be renamed Surfliners when new equipment on order is received.

The fourth Washington State Talgo trainset has been placed in service on a Bellingham-Seattle round-trip, with intended additional service to Vancouver, BC awaiting the outcome of negotiations with the owning railroads. The fifth Talgo set (Las Vegas-Los Angeles) has been stored since an appearance at Railfair '99 at Sacramento during June.

Bear has several Intercity Amfleet cars on hand for overhaul. At the end of August, cafe 20000, dinettes 48227, 48234 and Michigan Metroliners 44550-44553 were there. As of August 31, Bear had the following cars in production for Capstone conversions (including wreck rebuilds 21008, 21180 and 44664): 21096 (released 9-2-99 as 82016), 21085 (9-10-99 as 82018), 21166 (82019, no date), and 21120, 21225, 21258 and 21098. Four ADA coaches were also in for conversion: 21601 (released 9-08-99 as 82017), 21605, 21603 and 21604. Business class car 44945 is also at Bear and prototype Bistro car 48157 is moving along as well.

Cars owned by railroads and private individuals continue to be a major factor in Amtrak's operations. Typically, 150 or so cars are carried every year, with several "new" cars added as others go out of service. Last runs on Amtrak trains reported for the Conrail office car fleet were: Car 1 (800221) on Train 657 to Harrisburg on April 18; Car 3 (800323) on Train 97 to Jacksonville on May 20; Car 8 (800360) on Train 657 to Harrisburg on April 18; Car 9 (800364) on Train 97 to Jacksonville on May 24; Car 10 (800176) on Train 91 to Jacksonville on May 21 and Car 100 (800463) on Train 91 to Jacksonville on February 5.

EXTRA LIST (Continued from Page 4)

NOVEMBER 6-7: Greenberg's Great Train & Collectible Toy Show at South Jersey Expo Center, Pennsauken, NJ, 11 AM-5 PM Saturday, 11 AM-4 PM Sunday. Admission: \$5 adults, \$2 children (6-12). For information, telephone 410-795-7447. Philadelphia Chapter will be represented with an information and sales table.

NOVEMBER 7: Special trains on West Chester Railroad from West Chester to Glen Mills, PA and return for Pratt & Company Christmas open house. Trains leave Market Street station, West Chester, at 12:30 and 2:30 PM. Fares: \$9 adults, \$6 children (2-12). Reservations are recommended. For information, telephone 610-430-2233.

NOVEMBER 7: Opening reception for "Lounge," a contemporary art exhibition at SEPTA Wynnewood station, Wynnewood, PA, 2-4 PM. Admission free. This is part of a series of exhibitions to be installed this year in SEPTA R5 stations between 30th Street and Bryn Mawr, under the "Points of Departure" program sponsored by Main Line Art Center. For information, telephone 610-525-0272.

NOVEMBER 13: Annual banquet of Delaware Valley Chapter NRHS at Cock 'n Bull Restaurant, Lahaska, PA, starting at 7 PM. Featured speaker will be Kurt Bell, archivist and historian for the Railroad Museum of Pennsylvania, with a presentation on restoring the John Bull replica and its operation at Railfair '99 in Sacramento, CA. Ticket price for non-Delaware Valley Chapter members: \$27 per person. Order tickets by October 30 from: Rich Murray, P. O. Box 413, Forest Grove, PA 18922-0413, making checks payable to "Delaware Valley Chapter NRHS." For information, telephone 215-598-3803.

NOVEMBER 13: "Old Sowbelly Railroad Story" about the long-abandoned Delaware River & Lancaster Railroad between Kimberton and St. Peters Village, PA, presented by Historian Jim Lockart at Warwick County Park, Route 23, Knauertown, PA, beginning at 10 AM. Admission free. Limited to 20 adults, the event is sponsored by the Chester County Parks & Recreation Department. For information, telephone 610-469-1916.

NOVEMBER 20: Annual Train Show & Sale sponsored by Chalfont Boro Police Benevolent Association at Lenape Middle School, 313 West State Street, Doylestown, PA, near Route 611 bypass, 9 AM-3 PM. Admission: Adults \$3.00, children under 12 free. For information, telephone Paul Myers at 215-345-5017.

NOVEMBER 27-28: GATSMELines HO and HO_{n3} model railroad open house in basement of New Horizons Montessori School, Prospect & Madison Avenues, Fort Washington, PA, 12 Noon-4 PM both days. Admission by donation. For information, telephone Ed Wilson or Paul Bryant at 215-646-2033 Thursday evenings. This event will be repeated December 4-5.

NOVEMBER 27-28: Cheltenham Hills Model Railroad Club open house at 8000 Old York Road, Elkins Park, PA, 12 Noon-4 PM both days. Admission by donation. For information, telephone 215-635-9747.

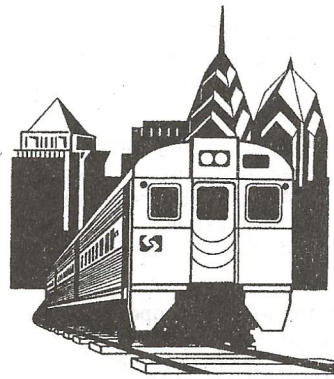
PHILADELPHIA



FRANK G. TATNALL, JR.

The SEPTA board has approved a \$299,000 contract for the purchase and installation of red, white and blue decals on all 304 Silverliners. The window-area decals will be similar to those installed experimentally last year on car #299.....SEPTA will reissue its Regional Rail timetables effective November 21, which is also the planned opening date for the new R5 Thorndale station.....SEPTA again operated MU shuttle trains to Marcus Hook for the Delaware Transportation Festival September 25 in Wilmington.

The Railroad Division carried an astounding daily average of 99,000 passengers in July, 7.7 percent above budget, according to official SEPTA figures..... On August 29 AMTRAK began replacing ties and repairing catenary on #3 and 4 tracks between Paoli and Bryn Mawr. The project continued through September, with the west-bound #4 track out of service Mondays through Thursdays as the work proceeded..... SEPTA suffered a three-hour service disruption in its R5 West service on the morning of September 1. The cause was a breakdown of AMTRAK work equipment on both the #1 and 4 tracks west of Malvern about 6:30 AM. Full service was resumed at 9:45.



DelDOT plans to open the new Churchmans Crossing station five miles north of Newark, DE, in April 2000, to be served by SEPTA R2 trains. The project includes a new 1.7-mile fourth track along AMTRAK's Northeast Corridor.....SEPTA has approved a three-year contract with the Brotherhood of Maintenance of Way Employees representing workers on the Railroad Division.....To comply with the Americans with Disabilities Act, SEPTA is spending \$680,000 to install tactile platform edges at Market East Station.....A 17-year-old Roslyn boy committed suicide on September 3 by jumping in front of SEPTA train 566 near the Rices Mill Road crossing in

Glenside. The line was shut down for nearly two hours.....The 1,600-space parking lot built by PennDOT at Cornwells Heights station on the R7 Trenton line has been considered a white elephant by many observers. But currently over 800 cars are using the lot on weekdays, and more are expected when the reconstruction of I-95 begins next March.

An emotionally-disabled woman was assaulted by another female passenger on an R5 train enroute eastward from Malvern on August 18. According to her sister, the victim had been taunted for months by a group of women, but complaints to SEPTA went unheeded. After the engineer called for assistance, the assailant was arrested by Tredyffrin police at Strafford station, and the victim taken to Paoli Memorial Hospital.....In a legal ad last month, SEPTA asked for bids on "steel wheels for Silverliner I and II rail cars." The only problem is, the last three Silverliner I's, also known as Pioneer III's, were disposed of in August.....SEPTA has leased its unused Souderton station to a cafe known as The CaBoose....."Points of Departure: Art on the Line" is a project funded by the Pew Charitable Trusts which will place offbeat contemporary art in every R5 station between 30th Street and Bryn Mawr. Last month a display of old movie scenes entitled "Retake" opened at Bryn Mawr and on November 7 "Lounge" will premiere at Wynnewood. Merion and Narberth already have their displays, while Overbrook, Ardmore and Haverford are set for next spring.

SEPTA is budgeting for a three-percent increase in ridership during Fiscal Year 2000, which began July 1. For July and August, SEPTA reports that it achieved 99.6 percent of that goal. Two-month passenger revenues of \$41.7 million were 0.7 percent above budget and 47.1 percent higher than the year-ago period which was impacted by the City Transit strike and its after-effects.....SEPTA has \$223.3 million in capital

projects on the books for the Federal fiscal year ended September 30, with \$178.7 million in grants from Washington already approved and several still pending. State and local matches will make up the difference.

SEPTA has been asked to supply buses to transport some of the delegates at next summer's Republican National Convention. While SEPTA normally is not in the charter bus business, it will commit up to 125 buses to move any delegates that private bus companies cannot handle between area hotels and the First Union Center in South Philadelphia. The full charter rate of \$41 per bus per hour will apply.....SEPTA is seeking bids for the repair of new M4 Market-Frankford cars 1034 and 1074 which were damaged last February in a collision at 69th Street yard.....SEPTA is taking some heat for its failure to produce a new transit map for the four suburban counties. The last suburban map was released in 1989, but a new Philadelphia map came out in 1997.

SEPTA expects that Route 13 trolleys will resume their regular route on Chester Avenue this month or next, following completion of a new bridge over the Media-Elwyn rail line. The cars have been detouring via 49th, Woodland and 58th Street since last year.....SEPTA last month started a new small-bus Route 305 between Darby terminal and Philadelphia International Airport.....SEPTA now has nine part-time operators working out of its Suburban Division Victory depot, under terms of the union contract signed last year. Up to 20 part-timers can be hired there to drive buses 35 feet or less in length. Part-time drivers are also working out of Frontier District.....SEPTA kicked off Try Transit Week on September 13 with a display at City Hall of some of its newest equipment, including a 30-foot bus and one of the "LUCY" vehicles providing service in University City (see August Cinders). LUCY is now carrying up to 2,000 daily riders. (Continued on Page 7)

SEPTA 
SERIOUS ABOUT CHANGE.

PHILADELPHIA EXPRESS (Continued from Page 6)

Steve Brookens, the bombastic president of Transport Workers Union Local 234, was re-elected last month in an acrimonious contest. Many TWU members felt that Brookens was responsible for the 40-day strike a year ago which netted members only small gains while costing them some givebacks. He actually received less than 50 percent of the vote against two opponents.....SEPTA last month won a battle in Federal court allowing the agency to bar religious and other groups from distributing leaflets in paid areas. The court said that the restriction "serves significant interests related to its primary purpose of providing comfortable, efficient and safe transit service," and that SEPTA's rules leave "ample room for alternative channels of expression" in nearby public areas. In a ruling last March an appeals court said that SEPTA illegally removed anti-abortion posters from its stations and trains, which were part of a campaign by a religious organization that did not involve leafleting.



AMTRAK last month unveiled a revised plan to develop the air rights over its mainline and Penn Coach yard north of 30th Street Station. If the City approves, Amtrak would contract for an eight-story hotel and conference center atop a 1,700-space parking garage. The idea, said Amtrak, is to take advantage of its new high-speed Acela Express service which begins next year. Also to be developed into retail shops are 28,000 square feet of vacant space at the north end of the station building, in the area once

occupied by the Greyhound bus terminal and later by bowling alleys.....Anyone venturing into 30th Street Station these days will notice the much more understandable public address system. The old garbled PA system has been replaced with two large state-of-the-art speakers on the north wall.....Work continues on the reconstruction of the East Plaza at 30th Street Station. Presumably, the large Amtrak emblem that faced JFK Blvd. will be replaced with an Acela sign.....A new watering hole has appeared in the southwest corner of the station--The Bridgewater Pub.

AMTRAK will not meet its 2003 deadline to break even on operations, predicts the authoritative Kiplinger Washington Letter. This source says that high-speed trains and new express business won't bring in enough cash to close Amtrak's current \$309-million budget gap and end Federal operating subsidies. "But Congress will probably bail it out again without big cuts in unprofitable routes," because too many voters want the service.....AMTRAK held its second annual open house at Wilmington shop on September 11, with equipment displays and free food. Cinders received less than two weeks notice, too late for the September issue.....AMTRAK last month followed the lead of the big freight railroads by installing a \$4.7-million training center at Wilmington. It includes a locomotive simulator which gives engineers a computerized representation of an actual trip over the Northeast Corridor mainline. The purpose is to teach engineers better train-handling techniques.....Parkesburg is spending \$250,000 to depress the Culvert Street underpass beneath AMTRAK's Harrisburg mainline to give emergency vehicles a quicker route between the north and south sides of that Chester County community.



As if CSX and NORFOLK SOUTHERN weren't having enough trouble absorbing their CONRAIL operations, the winds and downpours from Hurricane Floyd in mid-September caused widespread disruptions of service, particularly in the South. Flood waters in North Carolina and Virginia inundated some lines for more than a week, creating a domino effect throughout the CSX and NS systems, although the storm produced less severe problems in former Conrail territory. On September 14 CSX was forced to evacuate its main control center in Jacksonville when Floyd threatened the Florida coast. This meant that there were no dispatchers available for its former Chessie and Seaboard territories (the existing regional dispatching centers kept most ex-Conrail lines in operation). Some emergency routings were used in the

Carolinas, but many customers turned to trucks when they could not get their rail shipments delivered. Several Amtrak services were suspended.

Earlier, CSX Transportation President Ronald J. Conway announced a sweeping reorganization which resembles the decentralized management structure he helped implement at Conrail. Among the changes is the creation of five operating regions: Northeast based in Selkirk, NY; Western in Chicago; Central in Huntington, WV; Southern in Jacksonville, FL; and Midwest in Louisville, KY. Two are headed by former Conrail managers, Robert Downing at Selkirk and Michael Peterson at Chicago. (Each region is composed of up to four service lanes, or divisions.) In addition, the new senior VP of operations, Gary Spiegel, and at least five top executives in the Marketing Department were recruited from Conrail, giving credence to the industry joke that CSX is now "Conrail South."

CSX also announced last month that it will eliminate up to 800 management jobs, or 14 percent of its non-union workforce, to cut costs by \$75 million per year. Early retirement will be offered to employees of CSX Transportation, CSX Intermodal and CSX Technology.....CSX will equip its entire 2,800-unit road locomotive fleet with "PinPoint" global positioning satellite technology, supplied by GE Harris Electronics. This unique tracking system should "deliver significant improvement in our locomotive utilization, which already leads the industry," a CSX official said (Train-It).....Both CSX and NS are continuing to repaint former CONRAIL locomotives in their new liveries, although the high demand for motive power will find many CR units in their familiar blue well into the future.

On September 14 NS Train CAAL (Camden to Allentown) was pulling along the old Pennsy Trenton Avenue Elevated spur in the Port Richmond section of Philadelphia when suddenly a tank car loaded with phenol derailed and tumbled off a bridge onto Allegheny Avenue. Fortunately, no one on the busy street was injured, but crews worked until the next day to remove the tanker.....Chapter Historian Larry DeYoung penned an informative article entitled "Conrail--Mission Accomplished" in the summer issue of the Mutual Beneficial Association's Mutual Magazine.....Paul Kutta spotted an NS train at Abrams yard near Norristown on September 14 with this interesting power lashup: PRR 4810 B40-8 in CONRAIL blue (ex-CR 5079), PRR 5339 GP38-2 in fresh NS black (ex-CR 8172), UNION PACIFIC 517 C30-7 in armour yellow, and CANADIAN PACIFIC 5936 SD40-2 in CP red.....The new BethIntermodal terminal in Bethlehem served by NS opened for business August 2.

Year 2000 Dues Bills To Be Mailed Soon

Chapter members may expect to receive their dues bills for the year 2000 in the mail later this month. Dues for the next year remain unchanged from this year.

Once again in 2000, members will be asked to provide financial support in addition to their dues payments in order to continue the restoration program on FP7 #903. Work on the 903 and Lancaster Chapter's sister #902 is progressing to the point where the units are expected to be available for operation on mainline excursions during 2000, following installation of the latest cab signal and related equipment to meet FRA requirements.

During the 1999 dues renewal campaign, members wholeheartedly supported the fund-raising program, which resulted in President Doug Watts committing funds to elimination of the Chapter's indebtedness, incurred in the early years of the project. With the paydown expected before the end of this year, funds raised with the 2000 dues payments can be used to provide for movement of the locomotives as well as ongoing maintenance work to keep them in top operating condition.

During 1999, major progress was also made in rewiring the two units. The two locomotives will mark their 50th birthday on June 2, 2000, and negotiations are continuing with SEPTA for an excursion to observe the milepost on Saturday, June 3 over former Reading routes.

Floyd Rips Region, Snarls Transportation

(Continued from Page 1)

A dramatic rescue was staged Thursday afternoon at Conshohocken when Silverliner IV #294, operating from Norristown as an extra train, became stuck in the fast-rising waters of Plymouth Creek and the Schuylkill River near Conshohocken station. Seven passengers and three crew members were plucked from the marooned car by rescuers, but on the first attempt their boat capsized, pitching six passengers and three firefighters into the rushing, waist-deep water. Some of them clung to tree branches and a chain-link fence, before everyone was eventually brought safely to dry land. Several passengers were treated at area hospitals for hypothermia and released. The *Inquirer* noted that the rescue was an eerie reminder of a similar adventure at the same location during Tropical Storm Agnes in June 1972.

Amtrak suffered shutdowns on its Northeast Corridor during and after Floyd's visit. On Thursday Amtrak cancelled all service between Philadelphia and Washington due to washouts and downed wires, mainly around Baltimore although there was trouble north of Wilmington as well. Limited shuttle service was run between Philadelphia and New York, with all long-distance trains cancelled. Two days before the storm struck this region, Amtrak was forced to suspend its "Silver" service because of hurricane warnings along the South Atlantic Coast. Then, CSX decided to evacuate its system control center in Jacksonville, FL, which meant its mainlines south and west of Washington could not be dispatched--halting Amtrak's Capitol, Cardinal, Three Rivers, Florida, North Carolina and Virginia services.

By Thursday night, Amtrak's situation worsened when it was forced to shut down its Philadelphia-New York mainline because of flooding at Trenton. Even after the notorious Assunpink Creek receded at Trenton station on Friday afternoon, allowing NJ Transit to resume its New York service, two feet of water over the rails west of the station severed the railroad until Saturday morning. This also affected SEPTA's R7 Trenton service (see above). Trains were running between Philadelphia and Washington by Friday morning, but there was still no Silver service because of flooding in North Carolina.

SEPTA transit operations were severely impacted by Floyd, with many routes delayed or halted. Route 11 had to be turned back due to high water from the Cobbs and Darby Creeks, and Suburban routes 101-Media and 102-Sharon Hill were bused. When service resumed Friday on the 101 connecting buses were used beyond Springfield, and on the 102 at Collingdale because of water in the underpass beneath the CSX mainline. Some bus routes had to be rerouted or cancelled, such as Route 61 because the east end of Main Street in Manayunk was under more than two feet of water. By Saturday morning, virtually all service was restored. The Broad Street and Market-Frankford Lines were virtually unaffected by the storm.

The freight railroads also had their problems. In addition to dispatching woes, CSX on Thursday found its tracks under water along the east bank of the Schuylkill in center city Philadelphia, forcing trains to use the nearby High Line. Norfolk Southern also had to contend with some high water and a minor washout or two on its ex-Reading Harrisburg Line along the river to Reading. Surprisingly, the Brandywine Valley Railroad, which closely follows Brandywine Creek in Chester County, encountered little flooding on its former Wilmington & Northern line. But it had to contend with dozens of trees blown down across the tracks, requiring several days to clear.

Likewise, the West Chester Railroad, providing excursion service over eight miles of SEPTA-owned track between West Chester and Glen Mills, had no washouts but was forced to clear 21 large trees uprooted onto its rails. Most of the line was back in service for a PRR Technical & Historical Society special on Saturday the 18th. By far the hardest hit of all railroads in the area was the Wilmington & Western, whose tracks follow Red Clay Creek in New Castle County, Delaware. This normally peaceful stream became a raging torrent, washing out two bridges and so much track that the railroad placed a \$2.5-million pricetag on its restoration (see story elsewhere in this issue). The NRHS-owned FP7 locomotives stored on the Brandywine Valley at Pocopson, PA were untouched by the flood waters.

If Floyd demonstrated one thing, it was the tremendous damage that a major storm can inflict on a region whose flood-control infrastructure has not kept pace with burgeoning development. The railroads and transit systems inevitably suffer as well.

Wilmington & Western to Rebuild After Floyd Washout

A major part of Wilmington & Western's ten-mile line was ripped out by the raging waters of Red Clay Creek, in one of the most serious transportation disasters wrought by Hurricane Floyd on Thursday, September 16. An estimated ten inches of rain turned the normally placid creek into a frightening torrent, which destroyed two of W&W's bridges, damaged three others and twisted steel rails like they were made of plastic. Dramatic photos of the devastation appeared in the Wilmington News Journal of September 19, furnished by Roy Soukup.

Damages are estimated at \$2.5 million, a staggering sum for an all-volunteer railroad. W&W hopes to obtain some grant funding to begin the rebuilding, but will depend largely on a drive to raise money from railfans and the public. Part of this effort is a "buy a tie" campaign with the cost of a symbolic tie set at \$100, which is tax-deductible and will gain the donor a commemorative certificate, a permanent listing on a plaque in Greenbank station and four passes once reconstruction is complete. Donations of any size are welcome, of course. The address for all donations is:

Wilmington & Western Railroad
P. O. Box 5787
Wilmington, DE 19808

Fortunately, most of W&W's equipment was undamaged, and the railroad plans some short excursions this fall over the track between Greenbank station in Marshallton and the CSX connection in Wilsmere. W&W managed to operate SW1 #114, a coach and caboose to the Delaware Transportation Festival at Wilmington's Amtrak station on September 25.

With public support, it is hoped that in a year or two the sound of steam locomotives will again be heard in the Red Clay Valley.

NRHS Directors to Meet in Scranton

The NRHS board of directors will gather in Scranton, PA November 12-14, and the sponsoring Lackawanna & Wyoming Valley Chapter has planned a program of events for the weekend. All members are invited and may participate.

Included in the events are a bus tour on Friday to the Lackawanna Railroad's famed Tunkhannock and Kingsley Viaducts, with a dinner at the Starrucca House in Susquehanna, PA. Cost for the trip and dinner is \$30 per person. On Saturday members may visit the Steamtown National Historic Site, ride a steam-powered excursion to Moscow, PA and return and tour the new Lackawanna Trolley Museum. Package price is \$50 per person. A banquet will take place that evening in the Radisson Lackawanna Station Hotel, at a cost of \$25 per person. The directors meeting is scheduled for Sunday morning at 8.

A registration fee of \$15 is also required. Tickets may be ordered from: L&WV Chapter NRHS, P. O. Box 3452, Scranton, PA 18505-0452, making checks payable to "L&WV Chapter NRHS."

PHILADELPHIA EXPRESS (Continued from Page 7)

Louis T. Klauder, 91, who early on championed the building of the PATCO high-speed line, died August 19 at his Bryn Mawr home. For many years he ran the Louis T. Klauder engineering firm in Philadelphia, which he inherited from his father, building it into an internationally-known transportation consulting and design firm. The company is now LTK Engineering Services based in Blue Bell, PA.....Those two ex-Delaware Valley rarities, Also RS32's #211 and 212, have been moved to the NEW YORK CROSS HARBOR RAILROAD.....Three SOUTHERN RAILROAD OF NEW JERSEY hopper cars loaded with sand derailed August 12 when a wooden trestle over the Hospitality Branch of the Great Egg Harbor River collapsed under the weight of the train. No one was injured in the accident, which occurred about four miles south of Winslow Junction on the State-owned former Jersey Central line.

The inaugural run of the INDIAN HEAD CENTRAL RAILWAY in Maryland (see September Cinders) was set for October 1. The 15-mile Navy-owned line has been leased to the operator of the NORTHERN CENTRAL RAILWAY for tourist and dinner train service (High Green).....STRASBURG 4-8-0 #475 was to pull a train to Harrisburg last month via AMTRAK for the filming of a TV commercial (Harrisburg Chapter).....Kalmbach Publishing will launch a new magazine Classic Trains beginning next February. An expansion of the annual Trains Classic published this year, the new quarterly is aimed at filling the niche left by the recent closure of Vintage Rails Magazine.

Those beautiful Ted Rose paintings which appear on the "All Aboard" stamps issued in August are now available in postcard form. A booklet of 20 is available for \$6.95.....The new owner of The Station in Wilkes-Barre has junked the former Reading green MU cars that for years were used as motel units. The location has been turned into a night club.....Negotiations for new contracts between the railroad industry and its major unions begin next month. The current five-year agreements expire next year. In 1996 the United Transportation Union for the first time agreed to binding arbitration which led to a peaceful settlement, but that outcome is less certain this time around. Once again, some of the major unions are squabbling, after the proposed merger of traditional rivals UTU and the Brotherhood of Locomotive Engineers was aborted earlier this year amid considerable acrimony.

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NATIONAL RAILWAY HISTORICAL SOCIETY

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