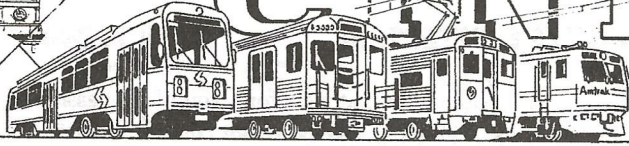




CINDERS



MAY 2004

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Volume 65 Newsletter of the Number 5

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

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**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.

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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, MAY 21, 2004

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

Dinner at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM

Parking in Wills Eye Hospital garage, 9th Street above Locust
(\$6.00 after 6 PM), Parkway garage, also 9th above Locust
(\$5.75 after 6 PM), or Downtown Garage, Walnut Street east of
10th (\$4.00 after 6 PM) *(Please note that some of the above
parking prices have been adjusted and we will update them for a
future issue of Cinders)*



Our meeting on Friday evening, May 21, 2004 will feature a narrated slide program presented by National Director Frank G. Tatnall entitled **The Delaware and Hudson in the Alco PA Era (1968-1978)**. You won't want to miss Frank's extensive coverage of the D&H, including the famous Alco PA's, the Baldwin

Sharknose units and the many other features that made rail enthusiasts flock to northeastern Pennsylvania and the D&H's famed route along the shore of Lake Champlain to Rouses Point and Montreal.

The evening begins with our usual sit-down dinner in the Faculty Club, Alumni Hall, Thomas Jefferson University, beginning at 6:15 PM, at a cost of \$20.00 per person. **DINNER RESERVATIONS ARE MANDATORY and MUST BE MADE BY TUESDAY EVENING, MAY 18, 2004 to Dinner Chairman Bill Gardiner at 215-632-7016.** The menu was not available to us at presstime, but there is a choice between a meat and fish entrée. **You must specify when ordering whether you wish a MEAT or FISH dinner.** Please call Bill Gardiner with your reservation. **NO-shows will be responsible for payment for meals ordered! (Please note that all meetings in the 2003-2004 year are scheduled in the Faculty Club, on the second floor of the Alumni Hall.)**

Our June 18 program is expected to feature a program on traction in the Philadelphia area, including some older PTC views. Mark your calendar now and plan to attend this meeting!

Annual Bill Wagner Dinner – August 20, 2004

WILLARD H. HART**March 24, 2004**

It is with sadness that we report to you the passing of longtime Chapter Member Willard H. Hart, of Newtown Square, PA on March 24, 2004 at the age of 89.

Willard, who had resided in Upper Darby for many years, was a pioneer member of Philadelphia Chapter, having joined NRHS and our Chapter in 1937. For many of the 67 years he was with our Chapter, he was a regular fixture at meetings and on excursions, and he was a friend to many old-time Chapter members.

Funeral services were held on March 29, 2004 at the Toppitzer Funeral Home in Drexel Hill. Willard is survived by some cousins, and we extend our thoughts to them.

CHARLES L. PETERS, JR.**April 7, 2004**

It is with regret that we inform you of the passing of Chapter Member Charles L. Peters, Jr. on April 7, 2004 at the age of 82.

Charles joined NRHS and Philadelphia Chapter in 1984, maintaining a continuous membership; he did not, to the best of our knowledge, attend meetings.

He is survived by a son and three daughters. Funeral services were held at the Chapel of St. Francis Country House in Darby, where Charles resided. We extend our sympathy to his family.

STEAM LOCOMOTIVE QUIZ**By Bud Karr**

Below is a quiz covering the subject of steam locomotives. All of the locomotives either are in operation or at least exist as display pieces today. There are 20 items, and you score 5 points for each correct item, which can total out to be 100 points. See how well you can do. (EDITOR'S NOTE: This is a relatively easy quiz, and there should be many "100's" in the classroom. Answers will be found elsewhere in this issue, but no cheating, please. As a final thought, we thank Mr. Karr for this Quiz, but we certainly have to wonder the wisdom of someone named "Bud(d) Karr" demonstrating his expertise on steam power)

**ANSWERS &
LOCOMOTIVE NUMBER**

- ___ 1. 2124
- ___ 2. 999
- ___ 3. 3985
- ___ 4. 261
- ___ 5. 2816
- ___ 6. 759
- ___ 7. 610
- ___ 8. 1187
- ___ 9. 90
- ___ 10. 475
- ___ 11. 1223
- ___ 12. 497
- ___ 13. 142
- ___ 14. 1361
- ___ 15. 1098
- ___ 16. 3751
- ___ 17. 91
- ___ 18. 12
- ___ 19. 3713
- ___ 20. 819

**ORIGINAL ROAD &
WHEEL ARRANGEMENT**

- A. Canadian Pacific (4-6-0)
- B. Norfolk & Western (4-8-4)
- C. Pennsylvania Railroad (4-4-0)
- D. Reading Company (4-8-4)
- E. Union Pacific (4-6-6-4)
- F. New York, Susquehanna & Western (2-8-2)
- G. Canadian Pacific (4-6-4)
- H. Atchison, Topeka & Santa Fe (4-8-4)
- I. East Broad Top (2-8-2)
- J. Milwaukee Road (4-8-4)
- K. Canadian National (2-6-0)
- L. Great Western Railway (2-10-0)
- M. Nickel Plate Road (2-8-4)
- N. Boston & Maine (4-6-2)
- O. Reading Company (0-4-0)
- P. St. Louis Southwestern (4-8-4)
- Q. New York Central (4-4-0)
- R. Pennsylvania Railroad (4-6-2)
- S. Norfolk & Western (4-8-0)
- T. Denver & Rio Grande Western (2-8-2)

PHILADELPHIA

EXPRESS



FRANK G. TATNALL, JR.



SEPTA REGIONAL RAIL

AMTRAK mainline in Ardmore, which would include a new transit center and parking garage between the railroad and Lancaster Avenue in the heart of downtown Ardmore. Strong opposition has been expressed by some local merchants.

The Inquirer reported last month that a consulting firm, Booz Allen & Hamilton, warned SEPTA about United Transit Systems' inexperience in building railcars which would conform to U.S. regulatory requirements. SEPTA had planned to award the South Korea-based consortium a \$236-million contract for 104 new Silverliner V MU cars, but elected to cancel the award when one of the losing bidders went to court. That firm, Kawasaki Rail Car, claimed that SEPTA had illegally changed a specification in 2003 to favor UTS after all four bidders had submitted their proposals (see February, March and April *Cinders*). SEPTA is in the process of preparing a new request for proposals, but the snafu most likely will delay arrival of the cars for at least a year beyond the anticipated start of deliveries in 2007..... President Bush has named a three-member panel to try to end the long-running contract dispute between SEPTA's Railroad Division and the United Transportation Union, which represents RRD conductors. The UTU members have been working without a contract for nearly two years.....For the first time in memory SEPTA is actively promoting its R5 train service as a convenient means to reach the famed Devon Horse Show in Devon, which will run from May 27 to June 5. The show grounds are directly across Lancaster Avenue from the Devon rail station. There will even be a "SEPTA Riders Day" on June 1 when pass and ticket holders will enjoy reduced admission to the show.

The Schuylkill Valley Metro project is heating up again. Senator Arlen Specter, who last month won renomination for the Senate seat he has held for 24 years, told State officials that he will seek an additional \$25 million in Federal funding for SEPTA's MetroRail plan. Specter earlier obtained \$49 million for the proposed 62-mile rail line between Philadelphia and Reading, which has been stalled for years because of its high cost. But Governor Rendell and Congressman James Gerlach last winter set up a task force to find ways to jump-start the project by cutting back on its size and scope. On April 30th the *Inquirer* reported that the task force has initiated a joint study by SEPTA and NORFOLK SOUTHERN to determine the feasibility of NS itself operating passenger trains over the ex-Reading line between Norristown and Reading. NS also is exploring the possibility of running passenger services under contract out of Charlotte, NC and Atlanta, GA, and is said to be receptive to doing the same thing in the Schuylkill River corridor. The estimated cost of this service would be somewhere between \$500 million and \$700 million—far less than the projected \$2.1 billion that SEPTA wanted to spend on building a separate electrified rail line. The new proposal would still provide a one-seat ride between endpoints, with NS running the trains every 30 or 60 minutes behind diesel power as far as Norristown and SEPTA electric locomotives handling the trains between there and Philadelphia.

In late March SEPTA's RL1 diesel locomotive #61 returned from a rebuilding at the Brookville Equipment shop in Brookville, PA. It is not yet in service but SEPTA expects that replacement of the unit's electrical systems will improve its notoriously unreliable performance.....Among construction projects underway last month on the Regional Rail system were expansion of the parking lot at busy Fort Washington station on the R5 Lansdale-Doylestown line, adding 300 spaces to the nearly 300 already available, and replacement of the grade crossing at the R5 Gwynedd Valley station. Trackwork began on the R3 line between Secane and Elwyn, while the trolley wire replacement program continued on the Mainline between Fern Rock and Jenkintown and on the R3 West Trenton line.....SEPTA points out that it has 89 public grade crossings on the lines it owns, with six to be renewed this spring and summer beginning with the Gwynedd Pike project mentioned above. The new crossings are expected to provide a smoother surface for motor vehicles and have a longer life expectancy.....A new two-story retail and office building is under construction at Suburban Square, adjacent to the outbound platform of SEPTA's Ardmore station. It's unclear if the building will be physically connected to the platform. Meanwhile, *Main Line Life* reports that Lower Merion Township is floating a plan to create a special redevelopment zone along the

In a sign of the times, Regional Rail passengers last month experienced numerous delays caused by security concerns. On at least five occasions in April, trains were delayed when suspicious packages were spotted in stations or near the tracks. On the afternoon of April 1 an unattended briefcase was discovered on a platform at Market East Station, and the next day a package was found on an Upper Level platform at 30th Street. On the 4th a package was discovered aboard R1 train #2122 at the Airport and yet another such object turned up the following day on the street above Market East Station. On the 7th a canvas bag was reported hanging on a wall near the 20th Street tunnel portal and another suspicious package was found in a restroom at Market East on the 11th. In each case the police were called and the packages were found to be harmless.....SEPTA is adding two dogs to its K-9 unit and will train them to sniff out explosive materials. At present, only two of the eight dogs in the unit are trained for bomb detection, but by the end of the summer SEPTA said that six of its ten dogs will be trained for that work. SEPTA has received a \$5.5-million grant from the Department of Homeland Security, and will use much of the money to enhance police and emergency communications on its subway lines. All of this points up the extreme vulnerability of rail transportation systems to a possible terrorist attack. "Public transit is wide open," warned James Jordan, SEPTA's assistant general manager for safety & security.

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PHILADELPHIA EXPRESS (Continued from Page 3)

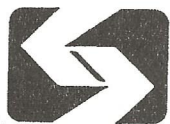
A bill has been introduced in Congress to appropriate \$515 million to enhance rail security next year, but there is no assurance that it will become law. "It's a lot easier to handle crowds and protect the airline industry versus our open society in mass transportation," said NJ TRANSIT Police Chief Joseph Bober.

One of the more unusual incidents reported recently occurred on March 16, when a woman and child were found locked in a push-pull coach in Powelton yard. On the same day another woman fell asleep on R7 train #9784 and wound up in Roberts yard. Both were assisted by SEPTA supervisors. On the morning of April 21 a trespasser was killed when he jumped in front of northbound R3 train #350 near Lansdowne station. On April 11 SEPTA experienced a rash of engineer shortages on Regional Rail trains, when 11 runs had to be covered by qualified supervisors. The next day seven more runs were covered by supervisors. On April 19 the temperature reached an official high of 86 degrees, prompting CSX to place a reduced speed order in effect. This slowed R3 West Trenton and R8 Fox Chase trains which operate over CSX-owned track.....SEPTA issued new timetables for all of its Regional Rail lines effective April 25, although the R6 Cynwyd was printed in very limited quantities. Some lines, especially, the R5 Paoli-Thorndale and R3 Media-Elwyn, had a number of trains retimed to reduce delaysPennDOT is starting its long-awaited rebuilding of the Route 309 Expressway between Wyncote and Lower Gwynedd in Montgomery county. Built in the mid-1950's, the congested ten-mile stretch of highway is now considered dangerous and obsolete. The R5 Lansdale-Doylestown line serves the same general area, and possibly could see some increase in passengers once the construction delays on 309 become more severe.

elevators, which will connect the concourse with the street, with the two subway-surface platforms and with the subway platform, are not yet in service.

No one has yet come up with an answer to SEPTA's threatened funding crisis in the upcoming year. With a \$70-million operating deficit looming in Fiscal Year 2005 beginning this July 1, fare increases and/or service cuts appear inevitable unless a substantial increase in State subsidies is approved, which appears unlikely. The tightened pursestrings make a transit strike next year a very serious possibility. Meanwhile, SEPTA has announced the schedule for public hearings on its 2005 operating budget in all five counties: Media on May 10, Norristown on the 11th, West Chester on the 12th and Doylestown on the 13th (all starting at 5 PM). The Philadelphia hearings on May 20 will be held in the Pennsylvania Convention Center beginning at 11 AM and 5 PM. The much less controversial capital budget for FY 2005 and 12-year capital program will be the subject of public hearings at SEPTA headquarters, 1234 Market Street, on May 24 at 11 AM and 5 PM.....On April 20 SEPTA held a public meeting to discuss its annual service plan for Fiscal Year 2005. A single plan now covers all three divisions—City Transit, Suburban Transit and Railroad.....Congress has not yet completed work on a new highway and transit funding law, and political infighting may result in its death for this session (see April *Cinders*). The Senate passed a bill authorizing \$318 billion over the next six years, while the House approved \$275 billion. President Bush, however, has vowed that he will veto anything above \$256 billion. To fill the funding gap, Congress once again extended the current TEA-21 law, this time to June 30.

In late March members of Transport Workers Union Local 234 overwhelmingly approved a new one-year contract with SEPTA (see April *Cinders*). The agreement covers about 4,700 City Transit Division workers. When the contract comes up for renewal next March, health care again will be a major issue. SEPTA's current contract with Independence Blue Cross expires in 2005 and is certain to escalate in cost after that, forcing SEPTA to revisit its controversial demand that employees contribute to their coverage. (Under the present contract, SEPTA pays for everything)SEPTA and workers at Suburban Transit Division's Victory District (the old Red Arrow) also settled their differences, and negotiated a new one-year contract to replace the agreement which expired April 1. United Transportation Union Local 1594 represent about 320 Victory employees..... The *Inquirer* reports that a lack of competition in the outdoor advertising industry likely will cost SEPTA about \$9 million over the next year. The giant conglomerate Viacom is now the only bidder for a contract covering ads in SEPTA stations and vehicles, and can dictate its terms.....After a long delay, Chester County has completed a lease agreement with SEPTA for a bus terminal in West Chester. The terminal will be part of an \$8-million parking garage to be erected across Market Street from the proposed \$80-million Justice Center.....A report on the Internet mentioned a suspicious package found in the 30th Street subway station on the evening of April 24. All Market-Frankford subway trains and subway-surface cars were halted, as shuttle buses were pressed into service.....A suspicious package found under the Benjamin Franklin bridge in Camden on April 10 halted PATCO service for 90 minutes, until a police bomb squad determined that the package contained old clothes.



SEPTA TRANSIT

SEPTA plans to restore light rail service on Route 15 Girard Avenue on Sunday, June 13. By the end of April six rebuilt PCC-II cars had been delivered by Brookville Equipment, and four more are expected by the time service begins. The plan is to fill in the gaps with Kawasaki cars (or even buses) until all the PCC-II's arrive. The \$56-million Girard Avenue project will restore trolley service over the 8.2-mile Route 15 line, which runs between 63rd Street in West Philadelphia and Port Richmond. SEPTA began operator training runs with the new cars early last monthAs reported in February *Cinders*, SEPTA last month began replacing ties and rail on Woodland Avenue between 41st and 49th Streets in West Philadelphia. Route 11 and 36 cars are being detoured via Chester Avenue and 49th Street until this segment of the project is completed on June 13. Shuttle buses are being operated on Woodland Avenue between the 40th Street portal and 49th Street on weekdays only. The next phase of the project will begin in late June as rail is replaced on Woodland Avenue between 49th and 58th Streets, during which time Route 11 cars will detour via Route 13 on Chester Avenue and the restored trackage on 58th StreetThe \$7-million rebuilding of the 30th Street subway station is nearing completion, with the opening of a shiny new headhouse on the north side of Market Street and the installation of four elevators (see May 2003 *Cinders*). The

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)



AMTRAK

AMTRAK will participate in a pilot project to determine the feasibility of screening rail and transit passengers before they board their trains. The Transportation Security Administration said that the test program will be conducted at the New Carrollton station, located on the Northeast Corridor near Washington. The station is also used by MARC commuter trains, and the METRO transit system serves a nearby terminal. Several screening technologies for passengers and their baggage are being considered and the test is expected to begin by the end of May. "The harsh truth is that our passenger rail system is far from safe," said Senator Joseph Biden of Delaware, a frequent Amtrak rider. After the train bombings in Madrid, Spain in mid-March, Federal officials warned state and local law enforcement agencies that "the U.S. rail sector has vulnerabilities which terrorists may choose to exploit. Trains and rail stations remain potential targets." However, it will be difficult to screen passengers at high-volume stations without causing serious delays, and regardless of such precautions a terrorist does not necessarily need to be on board a train in order to blow it up. Currently, there are at least three different bills in the Senate dealing with rail security, one of which makes Amtrak eligible to receive Federal grants for security improvements (*Railway Age*, NARP).

A New York newspaper predicts "monumental delays" to rail passengers using Penn Station in New York during the Republican National Convention set for August 30-September 2. According to this source, the Secret Service will insist that "cops and dogs will check every car of every train" before it enters the station, as well as trains on all seven nearby subway lines. The convention will be held in Madison Square Garden, which sits atop Penn Station. The possibility also exists that the station may be shut down entirely when President Bush attends the convention (NARP)..... Washington Union Station was evacuated for half an hour on April 5 when a suspicious backpack was found in the main waiting room. All trains in the station were evacuated and incoming trains halted. The backpack was found to contain a leaking can of lighter fluid (*Trains*).

AMTRAK made numerous changes in the spring-summer timetable effective April 26. On-board smoking now is permitted only in smoking rooms on the **Auto Train**, **Silver Meteor** and **Silver Star**, while smoking has been eliminated on the **Lake Shore Limited** and several Superliner-equipped trains. Formerly known as the **Federal**, overnight trains #66 and 67 between Washington and Boston have lost their name, and continue to run without a sleeping car. Restoration of through Boston-Chicago cars on the **Lake Shore** will occur early this month, eliminating the change of trains at Albany-Rensselaer. Northbound train 71, the **Adirondack**, now departs New York two hours earlier on weekends, at 7:45 AM. Two Acela Express round-trips have been added on weekdays between New York and Washington, bringing total departures to 30, while ten Acela round-trips continue between Boston and New York. The **Cardinal** now operates as a separate train from New York to Washington on Sundays, instead of being combined with Corridor train #155. The **Silver Meteor** will be cancelled through June 23

due to a major CSX track renewal program, with its equipment attached to the **Silver Star**. The combined train is running one hour and 45 minutes earlier than the normal **Star** schedule with two locomotives and 16 cars, including two diners and four sleepers. This leaves the **Palmetto** as the only train running over the **Meteor's** route between Selma, NC and Savannah, GA via Charleston, SC. The cover of the new timetable features a painting of the **Empire Builder** in the Rocky Mountains, by J. Craig Thorpe (NARP, *Trains*) A Federal judge has dismissed the troublesome lawsuit brought by GUILFORD TRANSPORTATION INDUSTRIES against AMTRAK and the Surface Transportation Board. The suit claimed that the STB did not have the authority to allow Amtrak to run its Boston-Portland (ME) **Downeaster** at 79 mph over Guilford's ex-Boston & Maine mainline (NARP).

The new nine-level parking garage just north of 30th Street Station was due to open for business on May 3. It has 1,525 spaces and should end the longtime parking shortage around the station. The \$50-million structure eventually will be linked to the station by an elevated walkway over Arch Street, and will also be accessible to the new Cira Centre office building to be erected just to the east. The parking fees will be the same as in the present underground garage: \$10 for up to two hours, \$15 for up to 12 hours and \$20 for up to 24 hours..... AMTRAK now is publishing detailed financial reports, including the monthly performance report, on its website, www.amtrak.com. For the first five months of Fiscal Year 2004, operating revenues were \$775 million (\$22 million better than budget), operating expenses were \$1.3 billion (\$38 million better than budget), the operating loss was \$291 million (\$50 million better than budget) and ridership was ten million (471,000 better than budget). But system on-time performance was 73 percent, 12 percent worse than the goal of 85 percent (NARP)..... With the completion of Phase 1 of NJ TRANSIT's new Morrisville yard across the Delaware River from Trenton, NJT now bases its Northeast Corridor trains at the new location. When Phase 2 of the project is completed, it also will occupy the site of an abandoned CONRAIL/Pennsylvania Railroad freight yard and engine terminal. NJT has restored the old electric catenary system between the yard and the connection with AMTRAK's mainline at "Morris" interlocking.

The Federal Railroad Administration last month filed a notice in the *Federal Register* asking for comments on how the DOT should "develop and implement a procedure for fair competitive bidding by AMTRAK and non-Amtrak operators for state-supported intercity passenger rail routes." This process is required under the omnibus appropriations law that funds transportation programs in Fiscal Year 2004. The filing also asks states to submit a statement indicating whether they are interested in contracting out rail service to private operators (NARP) AMTRAK has awarded a contract to Vossloh Information Technologies to install a new train schedule planning system at its operating headquarters in Philadelphia. The TrainPlan system will automatically identify scheduling conflicts and provide storage of nationwide train schedule information in a single database. NJ TRANSIT already uses the TrainPlan system (*Railway Age*)..... AMTRAK and the Amtrak Service Workers Council have approved a new contract, effective retroactively to 2000, covering food service employees and train attendants (NARP)..... Nothing more has been heard about the threat made by several unions last year to stage a one-day strike on AMTRAK, which was aimed at protesting the continued underfunding of the railroad (see January *Cinders*).....

(Continued on Page 6)

PHILADELPHIA EXPRESS

(Continued from Page 5)

Since he took over as president of AMTRAK, David L. Gunn has reduced the payroll by 3,417 positions, bringing total employment on the railroad to fewer than 20,000 (Mass Bay RRE).

AMTRAK is continuing its trackwork program in the Philadelphia area. Last month crews were installing concrete ties on the #4 track from "Mantua" interlocking on the east side of the Schuylkill River bridge through the duckunders at "Zoo" and on toward 30th Street Station via the "River Line." This work resulted in some delays to both Amtrak and SEPTA R7 and R8 trains, with many of them routed over the slow-speed "Berry" tracks (#2 and 3) in front of "Zoo" tower..... AMTRAK is replacing the outside rails with welded rail on the curves at Gap and Ebys along the Harrisburg mainline (Harrisburg Chapter)..... One of AMTRAK's poster ads in 30th Street Station is especially clever: "Acela Express to New York—It really is our way or the highway"..... "Ride like a railroad baron" is the title of an article in the May 10 issue of *Business Week Magazine*. It suggests that renting a private railroad car can be a great way to entertain one's family or business associates—especially if the car is hooked to an AMTRAK train over a scenic route. Those interested are referred to the American Association of Private Railroad Car Owners (AAPRCO)..... A recent study indicates that CSX has the worst on-time record for over-the-road operation of AMTRAK trains. The survey by the *Bull Sheet* newsletter in March 2004 revealed that CSX accounted for 136.9 minutes of delays per 1,000 Amtrak train miles, followed closely by UNION PACIFIC with 136.5 minutes and CANADIAN NATIONAL with 130.7 minutes. The best record belonged to BURLINGTON NORTHERN & SANTA FE with only 53.8 minutes of delay per 1,000 miles. AMTRAK's record on its own tracks was 76.8 minutes, while NORFOLK SOUTHERN racked up 113.9 minutes of delay.

AMTRAK train #183 deadheading from Sunnyside yard in New York to Penn Station crashed into a LONG ISLAND RAIL ROAD train from Ronkonkoma in one of the East River tunnels on April 19. Some 127 passengers in the crowded LIRR train suffered minor injuries in the collision. Officials said that human error caused the accident, because the Amtrak engineer failed to observe a restricted speed indication. He was suspended without pay pending further investigation (*Trains*)..... The engineer on AMTRAK Empire Service train #281, which almost crashed head-on into CSX freight Q676 near Minoa, NY on February 20 (see March *Cinders*) has been fired. He admitted that he fell asleep in the cab and missed several warning signals while his train was proceeding west on the ex-New York Central mainline at 75 mph. He woke up in time to stop his train less than 600 feet from the freight train (*Trains*)..... AMTRAK's northbound train # 58 *City of New Orleans* derailed April 6 on CANADIAN NATIONAL's former Illinois Central mainline near Flora, MS. One passenger died but of the 60 other passengers and 12 crew members only four were admitted to hospitals. Press reports indicated that P42 locomotive #82 and one car derailed on a short wooden trestle but remained upright while five Superliner cars fell off the trestle into a dry creek bed ten feet below, landing on their sides. An occupied coach and sleeping car plus a deadheading coach on the rear of the train derailed but remained upright. An investigation into the cause of the accident continues (*Trains*).



CSX
NS
OTHER ROADS

Colorado Railcar's diesel MU #2002 barnstormed through the Philadelphia region last month. It was displayed at 30th Street Station and at NJ TRANSIT's Atlantic City terminal before running three days of demonstration trips on NJT's Princeton branch. The bright red single-level car has been in revenue service on Florida's Tri-Rail commuter line between Miami International Airport and Mangonia Park station near West Palm Beach during the winter. It visited Pittsburgh for display and a demo run over the Allegheny Valley Railroad on Wednesday, April 14, along a proposed commuter route to Arnold, PA. On the 15th it traveled to Harrisburg as part of an AMTRAK special train, with stops in Greensburg, Johnstown and Altoona for inspection by local officials. On Friday the 16th it moved from Harrisburg to Philadelphia on the rear of Amtrak train #608 and was placed on public display at 30th Street that afternoon. The next day NJT hauled the car to Atlantic City for the American Public Transportation Association's Commuter Rail Conference on the 18th and 19th.

Next, the colorful DMU was moved to North Jersey, where it was displayed at Englewood on Saturday the 24th, at Paterson on the 26th and then on to Princeton. There it ran tests on Wednesday the 28th, and operated in revenue service on NJT's 2.8-mile Princeton-Princeton Junction "Dinky Line" Thursday and Friday the 29th and 30th. Because #2002 is a single-end car, it was MU'd with NJT Comet coach #6051 on the west end of the shuttle train. After completion of these runs at midday Friday, the car was to be transferred by AMTRAK to Washington Union Station for static display there, before returning to Florida. The car has center-entrance doors, a restroom in the middle, a coach and first-class section up front and a business-class section with tables and opposite seating to the rear. Large curved glass windows are a feature of both sections, and two 600-hp Detroit Diesel engines provide remarkably quiet propulsion power. The streamlined front end is adorned with several logos and lettering that indicates this to be a "DMU Demonstration Project" sponsored by FRA and the Florida DOT.

NJ TRANSIT's newly-opened River Line between Camden and Trenton last month was averaging about 3,000 weekday trips, and about 5,000 on weekends when many riders attend waterfront events in Camden. These figures are below the estimates made before the 34-mile line officially opened on March 14, but NJT officials expect that the numbers will grow as potential riders learn of the service. The *Inquirer* ran an illustrated article in its March 18 editions, highlighting the numerous cafes, pubs and restaurants in Riverton, Riverside, Palmyra, Burlington and elsewhere, which can be reached by riding the River Line's diesel light rail cars. DVARP points out the interesting fact that the line follows the route of New Jersey's oldest railroad, the Camden & Amboy, which was completed in 1834..... NJT's Atlantic City Line on April 26 began busing passengers on weekday mornings and afternoons between 30th Street Station and Cherry Hill, as a result of maintenance work on CONRAIL's aging

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PHILADELPHIA EXPRESS

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Delair bridge over the Delaware River. The bridge has been plagued of late with mechanical problems, with some trains delayed because the lift span could not be lowered into place after being raised for a ship's passage.....According to an *Inquirer* article, NJT is trying to boost lagging ridership on its Atlantic City Line with special promotions aimed at Philadelphia's Asian communities. Asians are known to be enthusiastic gamblersNJT's is proposing a \$1.2-billion capital budget for FY 2005.

NORFOLK SOUTHERN reported record net income of \$346 million from railroad operations during the first quarter of 2004, up 50 percent from the year-ago period. Revenues were \$1.7 billion, up eight percent compared with the first quarter of 2003Troubled CSX, however, did not fare as well. Net income in the first quarter was just \$30 million, down from \$99 million in 2003. But without an after-tax charge of \$37 million related to its management downsizing, CSX's net income for this quarter would have been \$67 million. Net income for surface transportation, including both the rail and intermodal units, was \$151 million, versus \$169 million a year ago. Revenues were \$1.96 billion compared with \$2.02 billion in 2003, which partly reflects a \$127-million revenue reduction from the 2003 sale of a maritime subsidiary. Revenues for surface transportation actually increased by \$82 million in this year's first quarter compared with 2003CSX and NS have taken another step to establish direct ownership and control of CONRAIL's remaining operations, rather than through subsidiaries Pennsylvania Lines and New York Central Lines (see December *Cinders*). The two roads have notified the Securities & Exchange Commission that they will offer new unsecured debt securities and cash for unsecured Conrail paper (*Trains*).

Several shippers, shortlines and government agencies have filed complaints with the Surface Transportation Board charging that CSX and NS are not sufficiently competing for business in their jointly-owned CONRAIL SHARED ASSETS territory. Many of the complaints come from shippers in the New Jersey areas served by Conrail, some of whom claim that CSX and NS are charging a premium of \$250 or more per car for traffic originating or terminating on Shared Assets lines.....As mentioned in the last issue, former NS Official Tony L. Ingram, 57, has been named executive vice president & chief operating officer for CSX. This appointment came in the midst of—but not related to—the third round of layoffs in CSX's systemwide management restructuring plan first announced in November, which will eliminate up to 1,000 non-union jobs. One of the positions cut in this round was that of Senior Vice President-Transportation James W. Fallon, a former CONRAIL official, who had been running CSX operations since the resignation of Executive VP Alan Crown last September. Since November, dozens of senior officers in the vice president and director ranks have been shown the door.

Former CSX CEO John Snow was the subject of a cartoon in a recent issue of *U.S. News & World Report*. Now treasury secretary in President Bush's Cabinet, Snow was pictured leaning out of the cab of an AMTRAK Acela Express. A Treasury spokesman reported that Snow often rides the train between Washington and New York. "It's civilized," said the spokesman. "Plus, Snow loved riding the rails." Commerce Secretary Don

Evans also has been seen checking in at Union Station..... CSX has combined its Detroit and Chicago Divisions into a new Chicago Division, and its C&O and Appalachian Divisions have been merged into the Huntington Division. The railroad now has ten divisions in two new regions. The Northern Region includes the Albany, Baltimore, Chicago, Great Lakes and Louisville Divisions and the Southern Region the Atlanta, Florence, Huntington, Jacksonville and Nashville Divisions (*Bull Sheet*)CSX handled the 58-car Ringling Bros. and Barnum & Bailey Blue Unit circus train from New York to South Philadelphia on April 12. After playing at the Wachovia Spectrum for two weeks the circus was scheduled to appear in Atlantic City April 28-May 2 and then move to Providence, RI via CSX.

Steam excursions began May 1 on the BELVIDERE & DELAWARE RIVER RAILWAY out of Phillipsburg, NJ. Chinese-built 2-8-2 #142 will be the power for the excursion program, which will continue on weekends through Labor Day, September 6. The train leaves Market Street, Phillipsburg hourly from 11 AM to 3 PM Saturdays and Sundays for the five-mile trip along the old PRR Belvidere-Delaware branch to Carpentersville and return. Fares are \$10 for adults and \$5 for children in coach and \$12/\$6 in a "deluxe" air-conditioned car. It is reported that a vintage-1930 Brill-built ex-Pennsy doodlebug will handle the assignments on Thursdays and Fridays during July and August. For further information visit the website www.brwrr.com/pburgMeanwhile, Steamtown has announced that due to insurance concerns this year's steam excursion program has been put on hold. Steam locomotives will operate only within the confines of the Steamtown National Historic Site (*Railpace*)One building at the former Delaware & Hudson locomotive shops in Colonie, NY, was seriously damaged by fire on March 21. Once home to many steam locomotives as well as generations of diesels including D&H's famed Alco PA's and Baldwin "Sharks," the Colonie shops complex has been vacant for years, and is still the property of former D&H owner GUILFORD TRANSPORTATION (*Trains*).

The FRA reports that 19 employees were killed in on-duty accidents last year on U.S. railroads, compared with 20 the previous year. Grade crossing fatalities numbered 325, a decrease from the 357 in 2002, and trespasser deaths of 507 were down from 540 the previous year. The train accident per million man-hours was 3.87, a 3.1-percent increase over 2002 (*Weekly Rail Review*).....The National Transportation Safety Board is concerned that more than half of the 60,000 privately-owned tank cars now in service and carrying hazardous materials are not built to current industry standards and could break open in a derailmentA poll released by the American Public Transportation Association reveals that 80 percent of Americans believe that increased investment in mass transit will strengthen the economy and reduce traffic congestion. Seventy-six percent of those polled support increased public funding to expand and improve public transportation (*Weekly Rail Review*).....The FRA has issued a proposed rule to require that railroad rolling stock be equipped with reflectorization devices to increase grade crossing safety. The agency also will develop a comprehensive plan to improve safety at the thousands of railroad grade crossings in the U.S. (*Railway Age*).

The "big engine," Pennsy's giant S1 duplex 6-4-4-6 #6100 and its stylist, Raymond Loewy, are the subjects of an article in the spring 2004 issue of *Pennsylvania Heritage Magazine*. The locomotive was built at Altoona in 1939 and

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ODDS AND ENDS.....by Roy L. Hudson

(This column will appear from time to time to provide Cinders readers with some hopefully interesting, yet useful information which has been gathered from miscellaneous sources)

Norfolk Southern's geometry train was seen headed east at Abrams Yard on April 20. The train was powered by NS GE Dash 9-40CW #9244, NS 34 (research - HEP slug?) and open-observation geometry car NS 33, also lettered research.....Last issue we reported that the first element of the Pennsylvania Railroad was the New Castle & Frenchtown Railroad (1831) and we believed that there was no active rails on its roadbed today. Member and RCT&HS *Bee Line* Editor Rick Bates advises that Norfolk Southern's New Castle Secondary runs over it for about two miles just outside of New Castle.....Norfolk Southern is operating more coal trains than even from Pennsylvania's Monongahela Valley. Most of the deliveries went to various Northeastern utilities that were rebuilding stockpiles due to an extremely cold winter (*NS Newsbreak*).....We recently saw a color photo taken in 1960 of Nickel Plate Road wooden caboose #1000 just after it had been refurbished in the "High Speed Service" paint scheme. The "hack" was built in 1881 by the Lafayette Car Works - only 79 years old then. Roy wonders when it was retired? (*NKP Color Photos, Volume 2*).

The latest all-important operating ratios are available for the six large North American roads. They are: Burlington Northern Santa Fe (82.1%), Canadian National (66.1%), Canadian Pacific (79.8%), CSX Transportation (87.4%), Norfolk Southern (86.6%) and Union Pacific (81.5%). CN is the runaway winner in this race! (*Loco Engineers & Trainmen News*).....The rail routings for the "Grand Excursion 2004" trips running concurrent with the 2004 NRHS Convention in Minneapolis are not quite firm, but part of the trip is expected to operate from Chicago to Rock Island, IL over the Iowa Interstate Railroad (ex-CRI&P), track conditions permitting!! (New York Chapter).....It costs \$38.00 per passenger to operate the Sound Transit (Sounder) commuter trains in the metropolitan Seattle area. Passengers pay a one-way fare of \$3.00 and the taxpayer subsidy is thus \$35.00 per rider. That almost makes NJ Transit's RiverLINE seem like a bargain for New Jersey residents (*USA Today*).....Need a sleeping car? You can find former Union Pacific 10-roomette, 6-double bedroom sleeper *Pacific Waves* offered at www.ozarkmountainrailcar.com; the organization wants to trade for a lounge car or dining car, but will consider most any offer (*Laurel Lines, L&WV Chapter*).

In 1854 (150 years ago), the first liberal arts college for African Americans was established in Chester County. Supreme Court Justice Thurgood Marshall was a graduate. Nearby, the Lincoln University depot still stands, bearing witness to the occasional Morristown & Erie freight train as it ambles west towards Oxford and Nottingham (*Smithsonian Magazine*).....Salisbury Township has contacted Lancaster Chapter, NRHS to tap their restoration expertise. The township wants to rebuild the bedraggled ex-Pennsylvania Railroad freight station at Gap, PA and use it as a historical museum.....The seven-mile (1885) Stewartstown Railroad has issued a statement saying that the railroad is closing for an indefinite period of time (Lake Shore Chapter).....The Philadelphia & Columbia Railroad opened from the Belmont Plane to Broad & Vine Streets on Christmas Day, 1833. The P&C opened over its entire length on April 15, 1834. Steam locomotives began running west of the plane in June, although horses were not completely banned until 1844 (C. Baer, *Highline*).

In 2003 the Providence & Worcester Railroad handled 3183 cars of coal from the Port of Providence, RI to Northeast Utilities' power plant in Holyoke, MA. The traffic moved via P&W and Guilford Rail System. The kicker here is: the coal comes from China!! (P&W Annual Report).....Good news for railroads?? There are more than 100 coal-fired power plants currently on the drawing boards. As other types of plants had been built, coal's share of the electricity market dropped to 51% last year from a peak of 57% in the mid-1980's (*Wall Street Journal*).....The Florida legislature passed a law in 1984 that allowed local communities to implement night time railroad whistle/horn bans along the Florida East Coast Railway tracks. According to the FRA, vehicle/train collisions increased 195% between 1984 and 1991 (*CTC Board*).....General Motors' Electro-Motive Division manufactures diesel-electric locomotives from its headquarters in LaGrange, IL and assembles the units in London, Ontario. There are currently 58,000 EMD locomotives operating around the world, while rival GE Transportation, headquartered in Erie, PA, can claim 10,000 units in service (*Traffic World*).

VIA Rail Canada's deficit for 2003 will be about \$184 million, up from \$154 million in 2002. Alstom's "Renaissance" equipment boondoggle is getting much of the blame (*Montreal Gazette*).....Good News Department: Plans for a Maglev "train" to operate between Beijing and Shanghai have been shelved. The new high-speed line will still be built, but with conventional dual rail similar to the Bullet, TGV and ICE trains (Tampa Bay Chapter).....DC Metro is going to get rid of cashiers at subway station parking lots. An audit found as much as \$1 million per year was being stolen by some of the employees (*USA Today*).....Roy's Favorite Headline Department: There are plans to operate a dinner train on the State of Washington's Lewis & Clark Railway (LINC). Headline in the Clark County newspaper *The Columbian* reads "Plans Simmer for Dinner Train on County RR". Oh well!!!.....We heard that a steam locomotive was for sale on eBay. Former Southern Pacific 2-6-0 #1744 was up for bidding, starting at \$300,000. Want one for your back yard?? (*Stack Talk*).....Hong Kong officials are planning to merge the MTR Corp (the mass transit system) with the historically famous (1898) Kowloon-Canton Railway. The two lines have \$22 billion (HK) in assets and those interested can buy shares as MTR is selling for about \$12.25 (HK) per share or \$2.00 (US), depending on the exchange rate (*New York Times*).

The Norris Locomotive Works (also known by five other similar names) of Philadelphia constructed steam locomotives from 1831 to 1868. During its life the company built about 1200 locomotives, but during the 1850's Norris built more locos than rival Baldwin! (*Railroads of Pennsylvania, T. T. Taber III*).....John E. Wooten (1822-1898), General Manager of the Philadelphia & Reading, introduced the wide firebox that bears his name in 1877 to burn anthracite coal and culm in steam locomotives. The Philadelphia & Reading and successor Reading Company built well over 600 locomotives in the Reading, PA shops between 1845 and 1948.....In September, 1938, 20th Century Fox was shooting the feature film "Jesse James" starring Tyrone Power. One day they were filming at Kansas City Southern's Neosho, MO station, which was labeled during the filming "St. Louis Midland". During all this activity an elderly woman arrived at Neosho for the first time on KCS's *Flying Crow*. She was so befuddled by the St. Louis station name that it took 20 minutes for the train crew to convince her she was actually getting off at the right station!! (*Arkansas Railroader*).

MAY 15, 2004: Diesel-powered excursions will be operated over five miles of East Penn Railway (ex-Reading Bethlehem branch) between Perkasio and Quakertown, PA, including 1,250-foot-long Perkasio tunnel. The trains will connect Perkasio's "Olde Towne Day" and "Quakertown Arts Alive" celebrations. Power will be EPRY B23-7 #3153 pulling three ex-Long Island coaches from the New Hope & Ivyland. Departures from Perkasio will be at 9 and 11 AM, 1 and 3 PM. From Quakertown train will leave at 10 AM, 12 Noon, 2 and 4 PM. Round-trip tickets are priced at \$10 per person, on sale Monday-Friday at Perkasio and Quakertown Borough Halls. Some tickets may be available on the day of the event. For information, telephone the Perkasio office at 215-257-5065 (website: www.perkasioborough.org).



MAY 15: SwitchBack Gravity Railroad Foundation will lead an interpretive hike/car-avan covering four important sites along the switchback right-of-way. Event starts at the railroad station (ex-CNJ) in Jim Thorpe, PA at 10 AM. Fare: \$10.00, including buffet lunch. Order tickets from: SwitchBack Gravity Railroad Foundation, P. O. Box 73, Jim Thorpe, PA 18229-0073. For additional information, telephone 570-325-8255.

MAY 16: Train rides over East Penn Railway from Perkasio, PA only, departing at 9:30 and 11 AM, 12:30, 2 and 3:30 PM. Fare: \$10 per person. See previous item for ticket information.

MAY 22: Cape May Seashore Lines Railfan Day to benefit restoration of ex-Jersey Central Blue Comet observation-lounge car Tempel. Special train powered by Lehigh Valley-styled F7 diesels will leave Pacific Avenue, Cape May Court House, NJ, at 10:45 AM and at 11:30 AM from Cold Spring Village on U. S. Route 9. Fares: \$25 per person in advance, or \$40 on day of trip. Order tickets from: Frank Reilly, 460 Elm Street, Stirling, NJ 07980-1126, making checks payable to "NJ CTA" (website: fr4444@hotmail.com).

MAY 29-30: Vermont Rail System excursion from Bellows Falls, VT to Whitehall, NY and return, sponsored by Mass Bay RRE over ex-Rutland and Delaware & Hudson routes. Special train leaves Bellows Falls 10 AM Saturday for Rutland, Whitehall and Rutland, arriving approximately 6:30 PM. On Sunday, train leaves Rutland 10 AM for Bellows Falls (approximate arrival 4 PM). Numerous photo opportunities. Fare: complete two-day train ride package Bellows Falls-Whitehall-Rutland-Bellows Falls with Rutland motel, \$129 (per person, double occupancy). Optional bus/van connection from Boston. Order tickets from: Mass Bay RRE, P. O. Box 4245-BV, Andover, MA 01810-0814, enclosing stamped, self-addressed envelope. For information, telephone 978-470-2066 or visit website: www.MassBayRRE.org.

JUNE 5-6: Annual "Pennsy Days" at the Railroad Museum of Pennsylvania, Strasburg, featuring special displays, presentations and tours of Pennsylvania Railroad equipment. Several rail artists and authors will have their works for sale. Museum hours: Saturday 9AM-5 PM, Sunday 12 Noon-5 PM. Regular museum hours and admission charges apply. For information, telephone 717-687-8628. (website: www.rmmuseumpa.org).

JUNE 5-6: New Hope & Ivyland Railfan Weekend at New Hope, PA, featuring trains powered by Baldwin 2-8-0 #40, GP30 and C30-7 diesels with passenger, freight and mixed train consists. Steam will operate through to Ivyland and photo runbys will be performed. For information, telephone 215-862-2332 (website: www.newhoperailroad.com).

JUNE 17-20: "Railroading in an Industrial Setting," the annual railroad heritage conference sponsored by Penn State Altoona, will be held at Duquesne University, 600 Forbes Avenue, Pittsburgh, PA. Featured will be excursions and guided tours to several locations, including Norfolk Southern's huge Conway classification yard, as well as presentations by various speakers. Among them will be Philadelphia Chapter Historian Larry DeYoung, who will describe Class I railroad operations in the area. Registration fee is \$625 for double accommodations, \$640 for singles, which includes all events, materials, lodging and meals from Thursday dinner through Sunday breakfast (charge is \$525 without lodging at Duquesne). Register with Penn State Altoona Continuing Education & Training, 1444 11th Avenue, Suite 2A, Altoona, PA 16601-3313, making checks payable to "Penn State." (Credit cards also accepted.) For further information, telephone 814-949-5535.

JUNE 19: Valley Railroad excursion sponsored by Mass Bay RRE from Old Saybrook to Haddam, CT and return, covering all Valley Railroad (ex-NYNH&H) route mileage. Train powered by American-Cooke 2-8-0 #97 leaves Essex, CT for roundtrips to Old Saybrook and Haddam, returning to Essex approximately 7:45 PM, with numerous photo stops. Shop tour begins at 4 PM. Fare: adults \$39, children (12 and under) \$29. Order tickets from: Mass Bay RRE, P. O. Box 4245-BV, Andover, MA 01810-0814. For further information, telephone 978-470-2066, or visit website www.MassBayRRE.org.

JUNE 19-20: Bel-Del Railfan Weekend at Phillipsburg, NJ, sponsored by NYS&W Technical & Historical Society. Steam, diesel, RDC and doodlebug specials and a photo freight will be operated over ex-Pennsy Belvidere & Delaware River Railway between Phillipsburg and Carpentersville, NJ on both Saturday and Sunday. A railroaders show is also scheduled. Fares: \$25 for one day, \$40 both days. Telephone 877-872-4674 (website: www.877trainride.com).

JUNE 25-27: Weekend of "old-time" Philadelphia trolley cars, sponsored by Friends of Philadelphia Trolleys. Three-day bus excursion includes visit to Pennsylvania Trolley Museum, Washington, PA and Rockhill Trolley Museum, Orbisonia, PA, overnight accommodations, Sunday breakfast and lunch. Price: \$199 per person double occupancy, \$239 single. \$50 deposit required. Bus will make pickups at NJ Transit Metropark station, SEPTA Cornwells Heights park-and-ride and King of Prussia. Make checks payable to: Friends of Philadelphia Trolleys, and mail to: Harry Donahue, 1901A Stonegate Lane, Stanhope, NJ 07874-2726. Questions may be E-mailed to: had2709@aol.com.

JUNE 27: "Connecticut Boat Train" over Providence & Worcester Railroad will be sponsored by Mystic Valley Railway Society. Train travels through the Tafts Tunnel-America's oldest, to connect with the MV Seapony at Norwich, CT to cruise the Thames River. Special train features reserved seat coaches, snack car and extra-fare observation car. Train leaves 75 Hammond Street, downtown Worcester, MA at 10 AM, returns 6 PM. Fare:

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exhibited at the first New York World's Fair but was less than successful in service and never duplicated. Its streamlined styling, though, was a tour de force for Loewy, then one of the nation's foremost industrial designers. The magazine is published by the Pennsylvania Historical & Museum Commission..... Johns Hopkins University Press is publishing a series of detailed hand-drawn atlases showing every mile of railroad in the U.S. that existed in 1946. The atlases are the work of Connecticut Resident Richard Carpenter, who has had a lifetime's fascination with maps—particularly those of railroads. His maps are so detailed that they even show the locations of track tanks used for watering steam locomotives at speed. The first volume covering the Mid-Atlantic states is a 328-page hardcover book which costs \$65. It may be ordered from the publisher by calling 800-537-5487.....CANADIAN PACIFIC subsidiary Delaware & Hudson will receive a \$955,000 grant from PennDOT for expansion of its facilities at the Philadelphia Naval Base (Harrisburg Chapter).....Last month the Association of American Railroads sponsored a "tagging blitz" to complete the job of placing Automatic Equipment identification (AEI) devices on the approximately 14,000 freight cars which do not have them. AEI labels are attached to the sides of each car so that they can be read by trackside scanners and thus provide real-time information on the car's location (*Trains*).

STEAM LOCO QUIZ ANSWERS: 1-D; 2-Q; 3-E; 4-J; 5-G; 6-M; 7-B; 8-O; 9-L; 10-S; 11-C; 12-T; 13-F; 14-R; 15-A; 16-H; 17-K; 18-I; 19-N; 20-P.

EXTRA LIST

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\$45 per person. Order tickets from Mystic Valley Railway Society, P. O. Box 365486, Hyde Park, MA 02136-0009. Additional information by telephoning 617-361-4445 or visiting website: www.mysticvalleyr.org.

JULY 1-4: Annual Reading Railroad Days at Railroad Museum of Pennsylvania, Strasburg, featuring special presentations and equipment displays of the Reading, plus a huge operating model railroad. Museum hours: 9 AM-5 PM Thursday, Friday and Saturday, 12 Noon-5 PM on Sunday. Regular admission charges apply. For information, telephone 717-687-8628 (website: www.rrmuseumpa.org).

THROUGH SEPTEMBER 27: "Railroads & Photography: 150 Years of Great Images," exhibit at Railroad Museum of Pennsylvania, Strasburg, displaying many outstanding photos of railroads across the U.S. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: www.rrmuseumpa.org).

"Rails to the Northstar"
2004 NRHS Convention
Minneapolis, MN
June 29-July 4, 2004

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