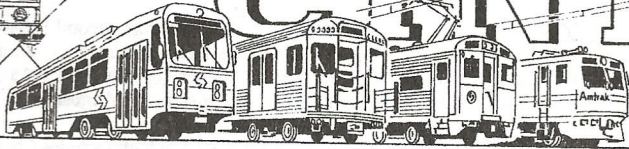




CINDERS



AUGUST 2004

IN THIS ISSUE

Philadelphia Chapter News.....	1
Horseshoe Curve Celebration.....	2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
ODDS AND ENDS, by Roy L. Hudson.....	9

Volume 65

Newsletter of the

Number 7

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

PHILADELPHIA CHAPTER, NRHS WEBSITE: www.trainweb.org/phillynrhs/

EDITOR'S NOTES: This is the annual Summer issue of *Cinders*. Because a lot of local rail news has been generated since our last issue, the **Extra List** column is not included in this issue, and the **ODDS AND ENDS** column has been shortened to available space. A full **Extra List** will be published in our September issue, which is scheduled for mailing about September 8, 2004.

- R. L. Eastwood, Jr., Editor

Strasburg Trip Postponed

The proposed trip between Philadelphia's 30th Street Station and East Strasburg, PA on the Strasburg Rail Road, planned for Saturday, October 2, 2004, has been postponed, according to Chapter Trip Chairman Larry Eastwood.

Complications in securing insurance coverage as well as the cost of same have forced a delay as Lancaster and Philadelphia Chapters seek coverage which is economically feasible. The rail excursion insurance situation, which finds limited availability, has evolved to the point where insurers are seeking multiple-event coverage, with other conditions thrown in. What this basically means is that we would have to plan for several events within a fixed time frame to get coverage which is affordable and can be spread over those events.

Rather than take a huge financial risk from operating one Fall, 2004 trip with the FP7's, it has been decided to concentrate on the year 2005, where there are a number of events in which the FP7's could participate. Stay tuned!

2004-2004 Chapter Meeting Schedule Not Yet Firmed Up

As of presstime, the Chapter's meeting schedule for the year 2004-2005 had not yet been firmed up with Thomas Jefferson University.

Our September meeting will be held on Friday evening, September 17, 2004, at 7:30 PM at the Jefferson Alumni Hall at 1020 Locust Street downtown. The optional dinner will be available at 6:15 PM.

The complete calendar of Chapter meetings for the forthcoming season will be announced in September *Cinders*.

Shortline Roster Available Soon

Over the years, *Cinders* has published a roster of area shortline and tourist railroad motive power, which was painstakingly assembled and edited by Frank Tatnall. The roster, which was generally published over several issues of *Cinders*, has not appeared recently due to individual time constraints.

Chapter Member Dick Adams has developed a computerized roster, which he is generously making available to our members. Instead of publishing the roster in installments in this newsletter, it will be issued as a stand-alone publication, edited by Frank Tatnall, which will be made available to our members.

Details will be forthcoming in September *Cinders*.

WANTED: Program presenters for the 2004-2005 Chapter meeting year. Know of a good program or interested in being a presenter? Contact Bill Thomas at 215-545-3198.

National Office Seeking Volunteers for Data Input

NRHS is looking for a couple of volunteers who would be willing to do computer data input over the next several months.

The Society has been named recipient of a rather extensive black-and-white negative collection. It is the ultimate goal to make prints available from the vintage negatives in this collection, and the first step will be to create a computerized catalog, a job which will take a number of months.

Anyone who may have time available during the normal hours the NRHS office is staffed (8:30 to 4:30 Monday-Friday) is asked to contact Office Manager Lynn Burshtin at 215-557-6606, or by E-mail at info@nrhs.com.

PHILADELPHIA CHAPTER, NRHS WEBSITE: www.trainweb.org/phillynrhs/

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

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

CHAPTER OFFICERS

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

COMMITTEE CHAIRS

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

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

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

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

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

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

Horseshoe Curve Lighting Marks Anniversaries

By Dan Cupper

(Reprinted from the August, 2004 Harrisburg Rail Review, Harrisburg Chapter, NRHS, Fred Wertz, Editor)

The Horseshoe Curve "light train" on July 4 to celebrate the 50th anniversary of the famous Sylvania photo and the 150th year of the Curve was drawn, fore and aft, by freshly-painted Norfolk Southern GE Dash 9's 9822 and 9828, each with Horseshoe Curve commemorative 150th anniversary logos affixed to the sides of their noses. The consist was 10 brand-new, never-used-in-revenue-service DTTX three-pack container well cars, spliced by a commemorative boxcar bearing the logos of all four owners of the Curve—Pennsylvania, Penn Central, Conrail and NS. The well cars held generators, strobe lights, detail lights and spotlights, the latter of which were synchronized and choreographed for the light show with the multiple spotlights placed at parking lot level and in the trackside park.

A downpour was predicted and most of the approximately 3,000 patrons were well-prepared with ponchos, rain hats, umbrellas, etc. Vice President Dick Cheney did appear at the Altoona Curve minor league baseball game in the evening, but the rain was relentless (the game against the Harrisburg Senators was called after eight innings) and his appearance at the Curve 150th event was cancelled. (Secret Service agents had been checking out Altoona and the Horseshoe Curve for six weeks.)

As dusk arrived, the westbound **Three Rivers** was about the last, if not the last, regular train to pass through the Curve before rail traffic was stopped for the festivities. NS Chairman David Goode and guests arrived aboard the NS business train on Train #1 and disembarked, after which the business train moved out of sight. It was powered by two new SD70M's. The rain cleared about a half-hour before the light show began. The light train was held just out of range until the program began, when the train moved westward on Track #2 at about 5 miles per hour to the accompaniment of live

music. The train stopped with the boxcar at the apex of the Curve. The locomotives and boxcars had their own individual side lighting, and the nose of the 9822 was also illuminated with lamps that changed brilliant colors. The light show, which lit up the mountainsides in all directions, continued for several minutes until a 30-minute fireworks show began. At the conclusion of the fireworks, the NS business train returned to gather its passengers and the light train began to return down the mountain to Altoona.

As for the vegetation, the east side has been cleared to signal bridge 2416, opening that arc of the vista considerably, compared to what it had been (i.e., from the parking lot, one can easily see the trains on #1 and #2 track now at that segment of the Curve). Much more remains to be done, and the Altoona Railroaders Memorial Museum, administrator of the Horseshoe Curve National Historical Landmark, has plans to continue the clearing, but a caveat here: anyone expecting to see the clear-cut conditions shown in the 1952 Pennsy calendar painting recreated will be disappointed.

The event was conducted in such a way that those visitors on the lower level saw most if not all of the light show and the vegetation wasn't an issue. Those on the upper level saw much more of the train, but aside from the engines and boxcar, the darkened well cars weren't much to look at since the real attraction of the evening was the light show and the fireworks. The only complaints I heard were about the rain, and even that was mild because people did come prepared. A lot of things could have come unraveled or gone wrong, but they didn't. It was a worthwhile celebration that shows what's possible when cooperation occurs among a nonprofit group (ARMM), a corporate sponsor (OSRAM Sylvania) and a common carrier (NS), along with many theatrical lighting consultants, rigging experts, and other subcontractors.

Congratulations to ARMM Executive Director Scott Cessna and his board and staff for having the vision to propose this and carry it through. Daniel Burnham, architect of Washington Union Station and PRR's Union Station in Pittsburgh, once said: "Make no little plans. They have no power to stir mens' blood."

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA
REGIONAL
RAIL



SEPTA is in the midst of another effort to acquire 104 new Silverliner V commuter rail cars, after its previous plan was derailed by a threatened court action (see April *Cinders*). A revised request for proposals is expected to be released this summer. The winning manufacturer will be determined through a negotiated bid, rather than by the lowest bid as was the case in the earlier process.....Work began last month on installation of two passing sidings on the R8 Fox Chase Line between "Newtown Junction" and Fox Chase (see December 2003 *Cinders*). When completed, this will allow SEPTA trains to operate in both directions over the present #1 track, freeing up the other track for exclusive use by CSX freight trains.

As part of its annual service plan for this year, SEPTA is proposing to increase the threshold for abandonment of lightly-used Regional Rail stations from 50 daily boardings to 75 boardings or alightings. SEPTA says that it has no immediate plans for any additional station closings, but there are 14 stations that currently fail to meet the new standard. One of them, Angora on the R3 Media-Elwyn line, previously had been targeted for closure but has been kept open as the result of community pressure.....SEPTA has lengthened the south end of both platforms at Jenkintown station, to prepare for the reconfiguring of "Jenkin" interlocking at the north end. This is part of the ongoing \$85-million program to rebuild 7.5 miles of the ex-Reading Mainline between Wayne Junction and Glenside. A new signal system, the replacement of four interlockings (including "Jenkin") and installation of two new interlockings are part of the project, to be completed in late 2005. Renewal of the overhead catenary system is also underway..... Reconstruction of the Suburban Station concourse is in high gear. The ticket office has been temporarily relocated to the 17th Street end of the station, while major work is performed in the circa-1930 concourse. Total cost of the project is expected to be \$58 million.

Regional Rail passengers this summer have been plagued with almost daily delays, for a variety of reasons. The causes can be broken down into several major categories: Pantograph damage, power and switch failures, suspicious packages and weather-related problems. During June and July, at least a dozen instances of damaged carbon strips on the pantographs (the shoes which actually contact the overhead wire) resulted in many delays. The most serious of these occurred on July 20 when southbound train 503 snagged the wire near Melrose Park station, causing a host of delays and annulments during the morning rush hour. Earlier, on June 3, southbound train 109 reported a pantograph shoe missing just north of Elkins Park, which also resulted in cascading delays during the morning rush.

On June 24 several trains arriving in center city from the north reported carbon strip damage on one or more cars, and on Independence Day July 4 wire damage near Elkins Park forced many delays and annulments. The problem reportedly was traced to catenary defects between Jenkintown and Elkins Park (where new wire is being installed) and later in the Wayne Junction area.

Numerous instances of power failures—some of them on AMTRAK-owned lines—have delayed thousands of SEPTA commuters since late May. In the mid-afternoon of June 2 Amtrak lost signal power on the Harrisburg mainline west of Bryn Mawr, causing delays to 17 R5 trains. A damaged catenary wire north of "Arsenal" interlocking in West Philadelphia on June 4 delayed a succession of R1, R2 and R3 trains in the afternoon peak, and the same day many switch and signal failures around Morrisville and Trenton delayed four southbound R7 trains from 13 to 60 minutes. On June 15 Amtrak and SEPTA trains experienced widespread delays on the Northeast Corridor and the Harrisburg Line due to a storm-caused power outage. That afternoon westbound Amtrak train 652 struck debris near Merion station, and debris on the #1 track halted two eastbound R5 trains at Merion.

But most of the power and switch failures occurred on SEPTA's own system. During the evening rush on May 28 several switches at "16th Street Junction" and "Wayne" interlockings failed, delaying dozens of trains for up to 30 minutes. On July 12 a tree fell onto the catenary and caught fire near Lawndale on the R8 Fox Chase Line, with the predicable effect on train service. Three days later, at 8:12 PM, all catenary power was lost north of the phase break near Temple U, stranding at least 20 trains for more than a half hour. A tree in the signal line near Ivy Ridge station delayed several R6 Norristown trains, the passengers on northbound #4652 being transferred to #4656 which ran against the current of traffic on #1 track. A June 20 power loss on the R3 Media-Elwyn line was caused by a failed catenary wire near "Arsenal," causing delays for much of the day. The next day the wires fell on top of train 309 at 49th Street station, and on July 2 a broken steady span on the Airport Line south of "60th Street Junction" created a litany of delays. The Media-Elwyn line was hit again in the midday of July 7 when the wires fell beneath the Orange Street overhead bridge in Media, a problem exacerbated when the locomotive on the wire train failed enroute to the scene. Media was the scene of further delays on July 14 when a lightning strike knocked out both signal and commercial power in the area for a short time in the morning.

Yes, once again there was a rash of "suspicious package" reports, which are treated seriously because of the nationwide terrorism alert. There were minor delays at Suburban Station on May 24, and a major disruption at Market East on July 2 because police placed a hold on all trains until unattended bags could be checked. A suspicious package left on train 573 at Rosemont station tied up the R5 Paoli-Thorndale service for three

(Continued on Page 4)

PHILADELPHIA EXPRESS

(Continued from Page 3)

hours on the evening of June 23, and another unattended bag at Temple U station on July 27 delayed at least 18 trains. All were found to be non-threatening.....Unusually heavy rains in July also proved troublesome. On the 12th flooding on the AMTRAK mainline between Chester and Marcus Hook caused delays to both Amtrak and SEPTA R2 trains throughout the afternoon. That same day, buses had to be substituted for R6 Cynwyd trains due to high water. Two days later a storm knocked out signal power on both the R3 Media-Elwyn and R6 Norristown Lines during the late afternoon, and a fallen tree in North Wales disrupted the signal system on the R5 Lansdale-Doylestown line. High water on July 23 again disrupted service on the R6 Norristown Line and the R5 line to Lansdale. On the 27th another flood delayed Norristown trains at Conshohocken and Warminster trains at the old Fulmor station south of Hatboro.

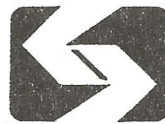
A rash of other problems—including three trespasser fatalities and one passenger death—beset the Regional Rail system during June and July. At 6:11 AM on June 7 R5 train 6512 bound for Lansdale struck and killed a male trespasser near North Hills station. It was judged to be a suicide. Police did not release the scene for three hours, during which time buses were substituted between Glenside and Oreland. The next day a teenager walking on the tracks near Fulmor was struck and killed by train 4127 enroute from Warminster to the Airport. Service on the Warminster Line was halted for two hours north of Willow Grove. Then, at 9:15 PM on July 4 a 43-year-old man was killed as he attempted to get off train 2167 as it approached Roslyn station on the Warminster Line. Later reports indicated the man thought he had missed his stop at Roslyn. Finally, about 10:40 PM on July 15 a male trespasser was struck and killed by Trenton-bound train 773 at Morrisville, on AMTRAK's Northeast Corridor.

And there were some rather unusual problems as well. For example, on July 27 R3 train 386 was delayed for 40 minutes because a Yeadon police cruiser was stuck on the track at Lansdowne. Turns out the officer was attempting to drive down the track in search of a missing eight-year-old child!..... Three R7 trains were delayed at Holmesburg on July 26 because of fear that a runaway freight car on CONRAIL's Bustleton industrial track might foul the mainline.....On July 1 numerous delays resulted when the reel car on SEPTA's wire train derailed at 10:15 PM in "Wayne" interlocking at Wayne Junction, blocking all north and south movements through the area.....A small brush fire beside the track at "Phil" interlocking in Southwest Philadelphia caused several R1 Airport and R2 Wilmington to run late.....A tree fell across SEPTA's Norristown Line just north of the DeKalb Street station on June 22, halting NORFOLK SOUTHERN train 17G with 76 cars, which in turn delayed three northbound R6 trains which had to operate to DeKalb Street on the southbound #1 track. Bus service was provided to and from Elm Street station until the tree was removed an hour and a half later.....Because of a brake problem, train 4244 headed for Warminster became stuck on track #1 in Market East Station at 4:49 PM on June 16. A series of delays and annulments resulted during this rush-hour period.....A tree fell onto the Neshaminy Line catenary near Philmont station on the afternoon of August 1, disrupting R3 West Trenton service for two hours.

In spite of all the woes described above, the Railroad Division managed to achieve a better-than-90-percent on time

performance on many days in June. In fact, on June 29 it reached a high of 94 percent. In March, the railroad edged above 90 percent for the first time in almost two years, averaging 90.7 percent for the month.....Early last month, AMTRAK forces began replacing wood ties on the #1 and #4 tracks between Paoli and Overbrook, part of a \$1.6-million, two-month project funded by SEPTA to upgrade these busy but long-neglected tracksAMTRAK also was busy placing new concrete ties on Northeast Corridor tracks between Marcus Hook and Eddystone and west of Morrisville, causing some minor delays to SEPTA trains.....SEPTA plans to spend \$225,000 to add 90 parking spaces at the R3 Elwyn station Easttown Township is threatening to demolish the crumbling baggage-express building at the R5 Devon station. The long-abandoned structure, which has lost part of its roof, actually is owned by AMTRAK but leased to SEPTA as part of an agreement which allows SEPTA to operate 47 commuter stations along the Northeast Corridor and Harrisburg line.

Delaware Car Company of Wilmington has received a \$773,000 contract to rebuild Silverliner IV #155, which was badly damaged in the January 27 collision in Suburban Station (see February Cinders).....SEPTA's R6 Norristown Line experienced a 45-percent increase in Sunday ridership on June 6, when half-hourly service was operated for the annual Wachovia-sponsored bicycle race (see June Cinders). A special timetable was issued, advertising service to the "Manayunk Wall"SEPTA has finally completed the overhaul of ex-NJ TRANSIT Arrow II car #1237, which has been renumbered 601 for service on the SEPTA wire train. It will replace Blueliner 9125 as the rider car on the train.....RL1 locomotive #61 has been released for work train service, after a partial rebuilding by Brookville Equipment Corp.



SEPTA TRANSIT

A funny thing happened in June on the way to Girard Avenue. Anyone who was waiting for one of the new PCC-II cars on June 13 was sure to be disappointed because the cars never showed up. Instead, the usual buses were working the line—at the last-minute SEPTA announced cryptically that "Route 15 trolley service will operate with buses beginning Sunday, June 13 until further notice." This in spite of the fact that new Route 15 trolley timetables were distributed and a separate "Girard Avenue Trolley" brochure was issued with car #2326 on the cover. It took a *Daily News* article on July 7—complete with full-color photo of PCC-II #2325—to let the public in on the story of why the service did not begin as scheduled. It seems that the pullout route for the cars from Callowhill depot was to be via an existing track in the middle of 59th Street from Callowhill Street to Girard Avenue, but that no one had thought to alert the residents to SEPTA's plan that the street be converted to one-way north. With parking permitted on both sides, running trolleys up the middle of the two-way street would cause a traffic problem and the local residents would have none of it. They complained to their City councilman, Michael Nutter, whose responsibility it would be to introduce a bill to allow the traffic change, but he said he would not do so unless the residents agreed. Adding to the discontent, the locals have long hoped that SEPTA would close the ancient Callowhill facility, but a plan to move the operation to the old Acme warehouse on Upland Way has fallen through.

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)

So there rests the embarrassing dilemma. The latest word from SEPTA's staff is that an alternate plan is being developed, which would involve tearing up the two blocks of existing track in 59th Street and building a new track on the northbound side of the street. It is hoped that the work will be completed by late November or December, when the last of the 18 rebuilt PCC-II cars is delivered by Brookville Equipment A corollary to the Route 15 debacle was the busing of Route 10 during June and July between the 63rd & Malvern terminus and the 33rd Street subway-surface station. Presumably, this was due to the fact that the Kawasaki cars operated on Route 10 were also to be based at Callowhill depot and would be subject to the same 59th Street situation. But SEPTA later announced that trolleys would return to Route 10 effective August 1, operating on the long pullout from Elmwood depot as they have been ever since Callowhill was closed as a trolley district a decade ago. In addition, with the fall schedules taking effect in September, SEPTA no longer can afford to divert buses to the route as is possible during the summer lull..... Meanwhile, SEPTA is building a new plaza and shelter at the 63rd & Malvern trolley loop.

The SEPTA board in June approved the Fiscal Year 2005 operating and capital budgets. The \$427-million capital budget was non-controversial, but the \$919.7-million operating budget embodies a deficit of \$70 million. It is fervently hoped that by November the lawmakers in Harrisburg will approve legislation creating a permanent funding base for transit, offsetting much of this massive deficit. (The new State budget approved early in July provides an additional \$8.5 million for transit statewide, of which SEPTA expects to receive 70 percent or about \$6 million, plus a local match of \$2 million. Job access funding for reverse commuter services was also restored in the budget.) While final figures for Fiscal Year 2004 ended June 30 are not yet available, SEPTA reported a surplus of \$934,000 in May, cutting the deficit for the year to \$661,000. It is anticipated that the fiscal year will end on or close to budget.

On June 14 State Senator Stewart Greenleaf of Bucks County and Representative John J. Taylor of Philadelphia introduced a bill that would provide dedicated and predictable funding for transit agencies throughout Pennsylvania. Both lawmakers are members of the majority Republican delegation in their respective houses, and Greenleaf is a member of the SEPTA board. All senators from the five-county SEPTA region, as well as many from other sections of the State, have signed on as co-sponsors. "This legislation would provide the financial stability SEPTA absolutely requires to operate a transit system our customers expect and deserve," said SEPTA Board Chairman Pasquale T. Deon, Sr. In order to raise the additional \$282 million annually to fund this effort, the Greenleaf-Taylor bill adopts a plan put forth by the Pennsylvania Public Transportation Association, which proposes that the portion of the State sales tax dedicated to transit be increased by 3.2184 percent, producing about \$262 million annually, as well as removing the \$75-million cap on the 1.22 percent of sales tax revenue already dedicated to transit, generating about \$20 million statewide. It is expected, however, that no action will be taken by the Legislature until after the November 2 elections..... Meanwhile, in Washington, Congress seems nowhere near to an agreement on renewing the present TEA-21 law which funds highways and transit. As a result, TEA-21 has again been extended, this time to September 30—one year after it officially expired.

Heavy downpours on the morning of Sunday, August 1 caused widespread flooding in the Philadelphia area, disrupting both highway traffic and transit service. Up to six inches of rain fell in eastern Delaware County, causing many homes and automobiles in Darby Borough and Upper Darby to be engulfed by the fast-rising waters of Cobbs and Darby Creeks. No injuries were reported. All SEPTA rail lines were shut down for a short time, but the Broad Street subway was out of service for a longer period because of high water at the Fern Rock shop. Later in the morning bus shuttles were operated between Fern Rock, Olney and Girard stations before full service was restored. The Route 100 Norristown High Speed Line also was under water in the 69th Street Terminal area, forcing a shuttle bus operation between 69th Street and Bryn Mawr. Route 11 trolleys continued to be turned back at Island Avenue because of the flooding in Darby. On the Regional Rail system, traction power during the storm was lost for an hour north of the phase break near Temple U, while the R6 Norristown Line was shut down most of the day due to a foot of water over the rails at Miquon. A mudslide in Gwynedd cut blocked the #2 track on the Mainline, disrupting R5 Lansdale-Doylestown service, and another slide occurred on the R8 Chestnut Hill West Line near Allen Lane. The R1 Airport and R3 Media-Elwyn lines also were halted because of high water. All lines were back in service by noon except for the Route 100 and R6 Norristown.

With the June 14 summer timetable, SEPTA eliminated virtually all express service on the Route 100 Norristown High Speed Line. Except for one limited trip, all trains now make all stops between 69th Street and Norristown, considerably slowing the service. DVARP reports that SEPTA plans to restore the express service with the fall timetable change in September..... Subway-surface Route 11 will continue its detour via Chester Avenue and 58th Street until September 4, as work continues to renew the track on Woodland Avenue..... SEPTA will spend \$826,000 to replace the special trackwork at the intersection of Island & Woodland Avenues. The trackage on Island Avenue provides access for Route 11 and 13 cars to the Elmwood depot..... The old Bridge Street Terminal building on the Market-Frankford Line is being rebuilt, and when finished will offer an additional entrance to the new Frankford Transportation Center. When the elevated tracks were swung over to the new terminal a year ago, the original 1923 Bridge Street building was left standing, to be incorporated into the new terminal via an overhead walkway.

SEPTA has announced that as of June 13 its entire bus fleet is handicapped accessible, all vehicles being equipped with a wheelchair lift or ramp. However, the five trackless trolley routes now operated with buses continue to be non-accessible. It's not clear if full accessibility will continue with the fall schedules, when more buses are required to meet ridership demands The deteriorated South Street bridge over the Schuylkill River, Interstate 76 and three rail lines was closed to heavy vehicles for a time last spring. But on July 1 SEPTA resumed operating Routes 12 and 40 over the 80-year-old span, after assurances from the City that it was safe. In 2007 the bridge is to be closed for over a year while a new \$40-million span is built..... A man carrying drugs and \$600 in cash was hit by a Broad Street subway train at the Dauphin-Susquehanna station on July 7 after he jumped onto the tracks. Midday service was disrupted for about two hours..... Roof replacement projects at the 69th Street motor shop, the Victory Avenue bus garage and the Wayne Junction Regional Rail electric shop have

(Continued on Page 6)

PHILADELPHIA EXPRESS (Continued from Page 5)

been approved, at a cost of \$2.8 million.....SEPTA has introduced its redesigned website (www.septa.org), boasting a more modern look, easier access and new transit information features.



AMTRAK's future still hangs in the balance, as Congress last month continued its debate on transportation funding for the new fiscal year beginning October 1. The House Appropriations Committee approved just \$900 million for Amtrak, which President David L. Gunn has repeatedly labeled a "shutdown figure." (This would really be \$800 million in new funding, since Amtrak also would have to repay a previous \$100-million DOT loan.) The Republican chairman of the committee, Ernest Istook of Oklahoma, is strongly anti-Amtrak, and has often said that he does not want to increase Amtrak's appropriation beyond the \$900-million figure included in President Bush's FY 2005 Federal budget. Istook has even threatened House members that any money they request for Amtrak would be deducted from other appropriations for their districts. Nevertheless, Republican Congressman John Sweeney of New York said, "We are going to continue fighting throughout this process to get Amtrak the funding it needs to support the millions of passengers each year that rely on its services" (NARP).

For its part, AMTRAK insists that it needs \$1.5 billion in the next fiscal year to operate present services and maintain the pace of the ongoing capital improvement program. But because of the extreme partisanship in the current session of Congress and the short period of time remaining after its summer recess, it is probable that a continuing resolution will be approved to maintain the current level of transportation funding into FY 2005. Many observers believe that a key date for Amtrak will be November 2, Election Day, because a victory by Democrat John Kerry of Massachusetts is likely to bring a more sympathetic attitude toward public transit—and Amtrak in particular. In June Gunn reported a brighter financial picture for the railroad, with higher revenues and lower expenses during the preceding months, but he cautioned that Amtrak's "moment of truth" is approaching "because the physical conditions have to be addressed." He pointed to several old bridges on the Northeast Corridor in Connecticut which may be in danger of imminent failure, the condition of the tunnels leading to Penn Station in New York City and the deteriorated electrical system in the New York area. Unfortunately, ongoing repair work along the Corridor is causing serious slowdowns for Amtrak trains and those of other carriers, with delay minutes exceeding three million in the fiscal year ended last September 30.

In late June AMTRAK released an updated five-year strategic plan, which outlines Gunn's program to return the railroad to a state of good repair. It also lays out specific opportunities for corridor development in cooperation with various states and highlights segments of the freight railroad system used by Amtrak which could become candidates for downgrading or abandonment. The plan does not call for the elimination of any trains. Among the proposed capital improvements are the reconstruction of 32 interlockings, installation of 885,000 concrete ties, 423 miles of track undercutting, 352 miles of new welded rail,

the rebuilding of five major bridges including the 97-year-old Connecticut River bridge, 136 miles of new signal cable and renewal of 300 miles of catenary hardware. The program to increase the availability and reliability of the car and locomotive fleets will continue with 326 locomotive overhauls and the remanufacture or overhaul of an additional 1,437 passenger cars. Wreck repairs are planned at the rate of 20 cars and six locomotives annually, and 80 new car carriers for the Auto Train will replace 50-year-old equipment. To support the existing system, the plan calls for an average of \$1.6 billion annually in Federal funding, of which \$570 million would be committed for operating purposes.....As an indication of what it takes to maintain AMTRAK service, the existing passenger car fleet has more than 6,000 sleeping berths and 5,400 bathrooms!

Governor Rendell and AMTRAK President David Gunn last month jointly announced a revived \$145-million program to upgrade the Keystone Corridor for 90-minute service between Philadelphia and Harrisburg. The roadbed and catenary structure—long the victims of deferred maintenance—will be improved to allow a maximum track speed of 110 mph in certain areas, with all-electric service to be restored. Service frequency would be increased from ten weekday round-trips to 13 with push-pull trains reducing turnaround times. Stations in Lancaster and Elizabethtown will be upgraded and new stations built at Paradise and Harrisburg International Airport, while the three remaining highway grade crossings on the 104-mile line will be removed. Funded jointly by PennDOT and Amtrak, with some local assistance, work on the project began in 2001 but has lagged because of Amtrak's financial situation. Track rebuilding is currently underway between Lancaster and Royaltown and the entire project is to be completed in 2006. It is unclear, however, whether the Harrisburg trains will return to Suburban Station in center city Philadelphia, or continue to originate at 30th Street as they have since the service was dieselized in the 1980's.

Security will be the watchword before and during the Republican National Convention in New York scheduled from Monday, August 30 to Thursday, September 2. Because the convention will be held in Madison Square Garden, which sits atop Penn Station, AMTRAK, NJ TRANSIT, the LONG ISLAND RAIL ROAD and the New York subway system will be directly affected. Starting on Saturday the 28th, passengers will be required to have reservations on all Amtrak trains entering or leaving Penn Station (except for the Keystone and Clocker services whose riders use mostly multiple-trip tickets). NJT's Midtown Direct trains will be diverted from Penn Station to Hoboken Terminal and LIRR riders encouraged to transfer to and from subways at outlying stations. All trains will be subject to police searches prior to entering the Hudson or East River tunnels and Penn Station will have only two entrances/exits open, both on 7th Avenue. The Secret Service may decide to close the station entirely during the time that President Bush appears at the convention—most likely on September 2. Over a period of years, Amtrak has been installing new blast-resistant trash cans throughout Penn Station, in an effort to reduce the risk from a bomb placed in one of those cans.

A threatening note containing Muslim and anti-Semitic phrases was found stuck to a mirror in a restroom on AMTRAK train #170, just before it arrived at Newark station on the morning of July 22. A passenger reported it to the crew who notified police. The train was held in the station for 90 minutes while a full-scale investigation was conducted by police using bomb-

(Continued on Page 7)

PHILADELPHIA EXPRESS

(Continued from Page 6)

sniffing dogs. No one was allowed on or off the train during that time, as all baggage was inspected, passengers videotaped and asked to produce ID cards. Nothing suspicious was found and the train was permitted to continue its run to New York and Boston On July 20 successive power failures just west of the Hudson River tunnels stalled AMTRAK and NJ TRANSIT trains entering and leaving Penn Station. The back-to-back outages lasted off and on from 4:25 to 7:10 PM (*Trains*) In June, the Transportation Security Administration conducted its second feasibility test in a railroad station, as it screened all checked baggage at Washington Union Station. The previous month TSA screened passengers boarding trains at the New Carrollton (MD) station, using high-tech equipment. Both tests were pronounced successful but there are no present plans to permanently install such equipment in any rail stations (NARP).

AMTRAK has won its long-standing dispute with a group of unions, as a Federal judge ruled in June that the unions cannot conduct a one-day strike to protest the government's undefunding of the railroad. The judge rejected the unions' contention that the strike would be a political action rather than a contractual issue. About 8,000 of Amtrak's 21,000 agreement employees would have been involved in the walkout (NARP) With Congress not in session, President Bush has announced that he will give Corporate Turnaround Specialist Floyd Hall of New Jersey a recess appointment to the Amtrak board. With the expiration of Board Vice Chair Sylvia DeLeon's term this month, the board will have only two voting members: Chairman David M. Laney and Hall. Amtrak President David Gunn is also a member. Other possible members are awaiting Senate approval, including Bush Nominee Enrique Sosa of Florida who admitted at a recent hearing that he has never been on a train AMTRAK's ads for the Acela Express service have proven so popular that people want to buy copies of the Art Deco-style posters! There are four posters available: the Boston, New York and Washington versions and one featuring all three cities. The cost is \$5 for one or \$15 for all four, available through the Internet at www.Amtrak.com/store.

Effective with the new timetables on November 1, smoking will not be permitted on any AMTRAK train, except for the Auto Train. The AT carries 31000-series lounge cars with special smoking rooms, which are considered necessary because the train makes no passenger stops during its 16-hour run With the resignation last month of AMTRAK Chief Mechanical Officer Jonathan Klein, Vincent Nesci has been named acting CMO. Nesci had been a deputy to Klein, who left to re-enter the consulting field AMTRAK has ordered ten MP15B switchers from MotivePower, Inc., at a cost of \$12 million. These 1,500-hp units with specially-designed low-clearance cabs will replace a group of aging GP7 and GP9 locomotives assigned to yards along the Northeast Corridor Two teenage trespassers were struck and killed by eastbound AMTRAK train #40 **Three Rivers** on July 25 near Tacony station in Northeast Philadelphia. The two were attempting to cross the four-track mainline after their car broke down on Interstate 95 which runs parallel to Amtrak in this area. Several Amtrak trains were delayed and three SEPTA R7 trains were annulled during the three hours that the investigation was in progress The authoritative *Kiplinger Washington Letter* reported last month that AMTRAK passengers are in for their share of hassles because growing ridership is coinciding with

funding shortfalls. "More travelers are taking trains to avoid the annoyances of flying," *Kiplinger* observed AMTRAK will lease a "Green Goat" hybrid switcher from RailPower Technologies, for 60 days of test service in Washington, DC. These units operate both on diesel and battery power and have been proven to substantially reduce emissions while cutting fuel consumption in half.



CSX
NS
OTHER ROADS

Spiking rumors that CANADIAN PACIFIC was about to sell its DELAWARE & HUDSON subsidiary to NORFOLK SOUTHERN, the two big roads last month announced an alternate plan designed to benefit both. Instead of an outright sale, CP and NS will swap trackage and haulage rights, saving CP an estimated \$15 million in operating costs annually and giving NS additional revenues of at least \$20 million. Under the plan, NS will operate its own trains over the D&H mainline between Binghamton and Saratoga Springs, NY, and CP will move the traffic under a haulage agreement between Saratoga Springs and Rouses Point, NY, on the Canadian border. CP in turn will give up its trackage rights over the NS Southern Tier Line between Binghamton and Buffalo and instead NS will move the traffic in haulage service. NS also will close its Binghamton yard, moving all local operations to CP's East Binghamton yard, while CP will close its SK yard in Buffalo and consolidate operations at the NS yard. (NS already operates several trains over CP trackage rights between Binghamton and Sunbury, PA.) A big part of the agreement does not involve the D&H: CP will cancel its haulage contract with CSX between Detroit and Chicago and run its own trains over NS's faster ex-Wabash and CONRAIL route via Butler, IN. The agreement will begin to take effect this fall, and it is hoped that the new operations will reduce D&H's operating ratio from around 100 percent to the mid-80's (*Traffic World, Trains*).

NS reported record operating revenues in the second quarter of 2004, increasing 11 percent from the year-ago period to \$1.8 billion. Net income increased 55 percent to \$213 million. The operating ratio during the first half of the year improved five percentage points, to 78, compared with 83.4 in the first half of 2003 CSX did not do nearly as well during the same period. On operating revenues of \$2.03 billion, net income fell from \$127 million a year ago to \$119 million in this quarter, with an operating ratio of 85.7 CSX continues to experience severe service difficulties, and in mid-June was asked to host a forum for its shippers to vent their complaints. Held in Atlanta, GA, the session was similar to a meeting in California the previous month at which UNION PACIFIC was forced to explain what it was doing to correct its widespread service failures. Both forums were sponsored by the National Industrial Transportation League and included not only top railroad officials but the chairman of the Surface Transportation board, Roger Nober.

NORFOLK SOUTHERN has won its 15th consecutive Harriman gold award, taking top honors for employee safety in 2003 in the Group A category, comprised of railroads whose employees worked at least 15 million hours during the year.

(Continued on Page 8)

PHILADELPHIA EXPRESS

(Continued from Page 7)

CONRAIL SHARED ASSETS took the second-place silver award in the switching and terminal category. The Association of American Railroads has cited 2003 as the safest year in industry history (*Railway Age*).....During July NS was rerouting traffic away from Enola yard as it worked to complete the reconstruction of the hump in the ex-Pennsy yard across the river from Harrisburg.....NS has received a contract from AMTRAK to rebuild at its Juniata shop in Altoona eight retired GP40TC locomotives into GP38H-3 locomotives. They will be numbered 520-527 (Harrisburg Chapter).....The ex-Reading passenger station in Wernersville, along NS's Harrisburg Line west of Reading, is being rehabilitated by the Heidelberg Heritage Society. The stone building is notable for being one of the last Reading stations still to retain its traditional appearance, including a full platform shed (Harrisburg Chapter).

"Can two Class I's really work together?" was the title of an article in the July issue of *Trains*, which described the concerns of some shippers served by the CONRAIL SHARED ASSETS AREAS in New Jersey and Detroit. At an STB hearing in April, a group of shippers, shortlines and public agencies charged that parents CSX and NORFOLK SOUTHERN are intentionally trying to divert traffic away from Conrail to their own lines and imposing additional surcharges on cars moving to or from Conrail locations, in violation of the 1999 Conrail purchase agreement. Both CSX and NS denied the charges, an NS official saying that "We treat the Shared Assets Areas as if they were extensions of the NS system." But a representative of shortline SOUTHERN RAILROAD OF NEW JERSEY countered that "We are a lot better off today than before the Conrail split...The combination of reliable service and the marketing power of two Class I carriers is hard to beat." For its part, Conrail insisted that its service has improved, and that carload volume increased by 9.6 percent from 805,000 in 2000 to 882,000 in 2003. Costs per car were also reduced by 20 percent and the locomotive fleet cut from 140 to 100, while \$40 million has been invested in track improvements, \$15 million in equipment and facilities and \$15 million in train control equipment since 2000.....CSX and NS announced last month that they have begun to offer unsecured CSX and NS debt securities in exchange for CONRAIL's unsecured debt. This action is part of a plan to restructure the Conrail debt and establish direct ownership and control of former Conrail lines, rather than through subsidiaries New York Central Lines and Pennsylvania Lines (see May 2004 *Cinders*).

There is considerable concern being expressed in the trade press about the railroad industry's ability to handle the sharply increasing traffic volumes which have accompanied the recent nationwide economic expansion. And there is some uneasiness about the approaching peak shipping season that usually begins in September, especially in view of the service meltdown on UNION PACIFIC over the past year and CSX's well-publicized service troubles. CSX in particular is reporting much stronger volumes of coal traffic, due to a combination of dwindling domestic stockpiles, high natural gas prices and increased overseas demand. Even BURLINGTON NORTHERN & SANTA FE, which generally has been credited with maintaining a high level of service, has found it necessary to ration some equipment—especially intermodal and grain-hauling cars—in order to better manage surging demand (*Traffic World, Bull Sheet*).

CSX is the target of lawsuits filed by the City of Baltimore and the Baltimore Orioles baseball team, seeking compensation for the July 18, 2001 derailment of 11 cars and subsequent fire in CSX's Howard Street tunnel. The accident crippled Baltimore's downtown area for nearly five days and forced the cancellation of several baseball games at the Camden Yards stadium. The City's suit is asking \$10 million in compensation for its costs, but so far CSX has paid only \$350,000. The Hartford Casualty Insurance Company also is suing CSX and the City for \$1 million in damages resulting from the fire (NARP, *Trains*).....CSX has named Mike Peterson, a former general manager at CONRAIL, as vice president of its Southern Region, replacing another ex-Conrail general manager, Douglas R. Greer, who has retired (*Bull Sheet*).....In the early morning of July 29, CSX local train C746 headed for Lansdale derailed its four rear cars on SEPTA's Stony Creek branch near Germantown Pike in Montgomery County. The cars flipped on their sides but the rest of the train, headed by two SD60's, cut away and proceed to Lansdale.....A fully functional pipe bomb was found on June 9 near a CONRAIL bridge over Butler Street in the Frankford section of Philadelphia, according to a report in *Metro*. It was defused by police, but there was no indication of when or why the bomb was placed there. The bridge, just south of Conrail's Frankford Junction yard, is part of the Pennsy's old Trenton Avenue Elevated spur.

NJ TRANSIT has increased peak-period service from half-hourly to every 15 minutes on the River Line light rail system between Camden and Trenton. The new schedules took effect on June 21, rather than on June 14 as stated here in the June issue of *Cinders*. A new marketing campaign was launched at the same time to promote the River Line, which began revenue operations in March 2004.....After an 18-month investigation, New Jersey's attorney general has found no evidence of criminal wrongdoing which might have led to the unexpectedly high cost of building and operating the River Line. Instead, legitimate cost increases were responsible for the original \$450 million proposal escalating to \$1.1 billion, the attorney general's office said. Instead, much of the increase is due to the fact that the initial contract did not include almost \$400 million in expenses for real estate acquisition, interest on debt and fare collection (Jersey Central Chapter).

In June NJT forces were inspecting the wheels on all 550 of its passenger cars, after a wheel fell off a Comet coach June 17 as train #1119 was moving into the Suffern (NY) yard after completing its run from Hoboken. This was the second such incident on NJT within a year. NJT officials called the incident a "highly unusual occurrence," due probably to some undetermined lateral stress on the wheel and not caused by a basic flaw in the design of the cars (Jersey Central Chapter, *Trains*).....The NJ TRANSIT board has approved a \$1.3-billion operating budget for Fiscal Year 2005 beginning this September 1. The represents a 2.9-percent increase over the current budget but there are no plans to increase fares. Less than half of the budget, \$558 million, is projected to come from fares, with State subsidies totaling \$278 million and \$365 million to be gained from a transfer of capital funds. Executive Director George Warrington said that this will be the first time in 12 years that the capital-fund transfer has not increased, because of the higher State subsidies. The budget allocates about \$151 million for the first full-year operation of the River Line light rail system. Earlier, NJT approved a \$1.2-billion capital program for FY 2005 (see May *Cinders*).

(Continued on Page 9)

PHILADELPHIA EXPRESS (Continued from Page 8)

.....By early next year NJT hopes to complete an environmental impact study for restoration of passenger service from West Trenton to Newark, over former Reading and Jersey Central lines. Restoring service over the 21 miles from West Trenton to Bridgewater, where a new connection would be built to the Raritan Valley Line, would require the construction of one or two new passing sidings and other improvements to the now-CSX-owned line, as well as new stations and parking facilities. But any thoughts of proceeding with this project in the near future are probably too optimistic (Jersey Central Chapter).

Philadelphia Chapter Member Robert Clearfield of Elkins Park has been elected chairman of the SEPTA Citizen Advisory Committee, a group chaired at one time by this writerRussell L. Wilcox, a retired PRR draftsman and well-known rail enthusiast, died last month in Lutherville MD. He was 87. Among local railfans, Wilcox was best known for his work to preserve PRR GG1 electric locomotive #4935, which in 1977 had been restored to its original appearance through the efforts of the "Friends of the GG1" committee. (Philadelphia Chapter NRHS was a major participant in the "FOGG" committee.) After the 4935 was retired by AMTRAK in the early 1980's, Wilcox purchased it rather than letting it go to scrap. He had the sleek, pinstriped locomotive moved to Strasburg and donated it to the Railroad Museum of Pennsylvania. Today it is a prized exhibit in the Rolling Stock Hall.....Well-known Transportation Reporter Don Phillips, who earlier resigned from the *Washington Post*, has a new job as transportation writer for the *International Herald Tribune* in Paris. He continues to contribute his "Potomac Pundit" column to *Trains Magazine*.

"Transit Watch" is a citizen group being organized by the Department of Homeland Security to help safeguard the nation's transit systems, according to a story in the July 5 issue of *Time Magazine*. Other such initiatives include "Highway Watch," which recruits truckers to be on the lookout for possible terrorist activities, "Port Watch" and "River Watch"On June 17 a \$1.1-billion bill to beef up rail security in the U.S. was introduced in the House of Representatives. The Protecting Railroads Against Enemy Efforts Through Modernization, Planning & Technology Act, better known by its acronym "PREEMPT," would provide \$570 million to improve the safety and security of tunnels along AMTRAK's Northeast Corridor. But thus far it has not moved very far in this session of Congress.....Well, it's finally happened. For years Kodak has been de-emphasizing the film business to become a bigger player in digital photography. Last month it announced the closing of the Fair Lawn (NJ) plant, its last Kodachrome processing facility, turning over all Kodachrome processing to an outfit called Dwayne's Photo Service in Parsons, KS. Fair Lawn is one of nine Kodak labs (out of 22 nationwide) to be closed, but is the only one capable of processing Kodachrome. Although Kodak will continue to manufacture Kodachrome, in effect it is ceding the business to rival Fuji, which still enthusiastically promotes its Fujichrome brands of slide film and allows many camera shops to process the film (*Trains*).

In June, PennDOT finally began construction of the 2.2-mile Radnor Trail, a hiking-biking path in Radnor Township which follows the right-of-way of the old Philadelphia & Western Strafford branch (see February *Cinders*). In the planning for nearly three decades, the trail represents a triumph over a dogged

group of "NIMBY's" who fought for years to keep it from being built. But after favorable local votes and unsuccessful court challenges, the trail is being built and should be open sometime this fall. (A final legal challenge was filed after construction began, but the Pennsylvania Commonwealth Court refused to grant a preliminary injunction to stop the construction.)..... Ex-PRR K4 #1361 may or may not emerge from the Steamtown shop by next summer, but already the Altoona Railroaders Memorial Museum is looking for a permanent storage building for the famed locomotive (*Railpace*).....On Monday, June 7, both the Ringling Bros. Blue Unit circus train and the Strates Shows carnival train were in the area the same day. The Blue Unit went west on NORFOLK SOUTHERN's Morrisville Line enroute from Trenton to Wilkes-Barre and the Strates train moved north on CSX heading to Danbury, CT from Gaithersburg, MD. In July the Strates Shows played at Harrisburg and Wilkes-Barre..... Disgraced former leaders of the United Transportation Union were sentenced last month to jail time for accepting bribes from lawyers in exchange for gaining access to workers injured on the job (see April *Cinders*). Former UTU International Presidents Charles Little, 69, and Byron Boyd, 57, were both sentenced in a Houston (TX) Federal court to two years in prison and \$10,000 fines (*Trains*).....Since merging with the Teamsters Union on January 1, 2004, the Brotherhood of Locomotive Engineers has changed its official name to the Brotherhood of Locomotive Engineers & Trainmen (BLET).....The DOT's inspector general has blasted the Federal Railroad Administration for under-reporting railroad grade crossing accidents, making the FRA's efforts to improve grade crossing safety appear better than they really are (*Traffic World*).

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)

Harrisburg Chapter President Mark Eyer spotted an interesting oddity on May 8th when Amtrak GE P42 diesel #42 was operating on the head of Amtrak Train #42! Harrisburg Chapter also notes that in 2005, NS' Enola Yard will be 100 years old and the Chapter's ex-PRR "Harris" Tower will be 75 (Harrisburg Chapter *Rail Review*).....Rail America recently announced that subject to successful negotiations with CSX it intends to lease 276 miles of railroad between Crestline, OH and Tolleston, IN. The historic line was part of the Pennsylvania's main route between Pittsburgh and Chicago. Rail America would move about 42,000 carloads per year over the route (*Tampa Bay Orderboard*).....The little Buckingham Branch Railroad is also negotiating with mighty CSX to lease and operate for \$140,000 per year nearly 200 miles of ex-C&O line between Richmond and Clifton Forge, VA (*Richmond Times-Dispatch*).....Burlington Northern Santa Fe plans to spend \$44 million in upgrades on its Montana Division (ex-Great Northern) this year. As many as 50 trains per day pass over this busy segment daily, up from 35 trains per day in the 1980's (BNSF).

How Americans go to work: The U. S. Census Bureau reports that 88 percent use personal vehicles, 4.6 percent use public transportation and 7.4% use other (bike, walk, etc.).....Traditional railfans may be disappointed to learn that Caltrain is joining the crowd of rail/transit operators to have their

(Continued on Page 10)

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

(Continued from Page 9)

passenger cars shrink-wrapped with advertising. Target stores has covered a five-car train in a bright red vinyl coating showcasing their products, including the company's distinctive "bulls-eye" logo. Well, at least we don't have to worry about the fluted sides of SEPTA's Silverliner fleet, but what about the Bomber cars?? (Tampa Bay *Orderboard*).....Speaking of Bombardier, the Quebec-based company reported a net loss of \$17 million for the April 30 quarter, citing technical problems and cost overruns in its railcar division (New York *Times*).....Are You Surprised Department?: "Moving Florida", a political action committee established by the Florida Transportation Builders (highway) Association was the largest contributor (\$300,000) to help derail Florida's proposed bullet train (Tallahassee *Democrat*).

Recently, the Reading Company Technical & Historical Society held a special meeting to discuss how the RCT&HS property in Hamburg will be adapted to a museum. RCT&HS' Steve Gilbert mentioned that it is a goal of the Society to acquire at least one of the four surviving Class T-1 4-8-4 steam locomotives of Iron Horse Ramble fame, and the museum would need to include dimensions for the 110-foot-length required by this veteran class (RCT&HS *Crusader*).....Speaking of the T-1's, we note that the December, 1945 meeting of Philadelphia Chapter, NRHS was held in Philadelphia's Benjamin Franklin Hotel. The speaker was none other than E. Paul Gangewere, Superintendent of Motive Power for the Reading Company. He discussed the then-new

2100-class 4-8-4's. Were any of our members at that meeting? (NRHS *Bulletin*).....The oldest Reading Company retiree? How about E. Paul Long of Fountain, PA, who worked for the RRDG in the Bridges & Buildings Department for 40 years in the Tamaqua, Shamokin and Williamsport area. He is 104 years old and credits "women and Yuengling beer" as his secret to longevity (Shamokin *News-Item*).....The 1927-vintage Reading station at Wernersville, PA (a stop on the **Queen of the Valley**) on the former Lebanon Valley route is being restored. The Heidelberg Heritage Society has purchased the depot, with the entire project estimated to cost about \$300,000 (RCT&HS *Crusader*).

Rare Mileage Fans Attention! Philadelphia Chapter, NRHS's first post-World War II "Off the Beaten Track" excursion operated on April 13, 1947. Powered by doubleheaded Atlantic 4-4-2 (one each Class E5 and E6) locomotives, the special PRR train consisted of 11 cars, the 182-mile trip ventured over the Chester Creek Branch, West Chester Branch through to Frazer, then the Trenton Cut-Off, etc., to Jamesburg Junction, the old Camden & Amboy to Kinkora with return to Philadelphia via Mount Holly and the Del-Air bridge (check it out on your old PRR maps!) (NRHS *Bulletin*).....The world's first railroad dining cars were operated by the Philadelphia, Wilmington & Baltimore Railroad (now Amtrak NEC) between Philadelphia and Baltimore in 1863. Two cars, rebuilt from day coaches, were outfitted with an eating bar, steam box and everything found in a first class restaurant (Guinness Book of World Railroad Records).....What do these people have in common: Actress Brooke Shields, U. S. President Woodrow Wilson and Scientist Albert Einstein?? Well, at one time or another, each rode the PRR (now NJ Transit) "Dinky" train between Princeton and Princeton Junction (New York *Times*).

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

FIRST CLASS MAIL
U. S. Postage
PAID
Permit Number 12
Huntingdon Valley, PA
19006



FIRST CLASS MAIL

Paul G. Moore
1957 Inverness Dr
Scotch Plains NJ 07076-2636