

CINDERS

DECEMBER 2004



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Volume 65

Newsletter of the

Number 11

PHILADELPHIA CHAPTER

National Railway Historical Society

Post Office Box 7302

Philadelphia, PA 19101

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

Holiday Greetings

The officers and directors of Philadelphia Chapter are pleased to extend Season's Greetings to you and your families at this festive time of year. Throughout the many challenges in our complex world today, the appreciation of rail transportation and its deep heritage remains a constant in our lives. We extend Best Wishes for a Healthy and Prosperous 2005, and earnestly solicit your support of the rail history preservation movement we all enjoy so much.

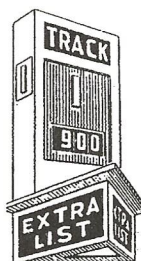
Trains Unlimited Tours Announces Special to 2005 NRHS Convention

Trains Unlimited Tours has announced the operation of a special train from Sacramento, CA to the 2005 NRHS Convention in Portland, OR. The anticipated route includes the former Western Pacific to Keddie Wye, the BNSF Highline to Klamath Falls, OR and the Inside Gateway from Chemult Junction to Wishram, WA. The three day trip, which will operate July 2-4, 2005, will include overnight stops in Greenville and Bend.

Interest in the train has been high and an early sell-out is expected because of the scenic and unusual route. NRHS members are urged to check quickly to determine space availability.

Trains Unlimited said in its news release that the train would feature a variety of accommodations and ticket prices. TUT would offer optional transfers and hotel accommodations at the two overnight stops, and were planning on an optional photographers' chase bus on two segments of the route.

Additional information may be obtained from Trains Unlimited Tours at 1-800-359-4870 or 1-800-266-8751. Members may visit the TUT website at www.trainsunlimitedtours.com or E-mail to tut@PSLN.com.



DECEMBER 11, 2004: Royersford Model Railroaders will be hosting series of shows featuring their HO-gauge modular layout, 10 AM to 4 PM each day. Shows will be held in the Open Door building at 350 Main Street in Royersford, Montgomery County. Admission free, donations accepted. For additional information, contact Fred Monsimer at 610-917-9366, or by E-mail: fred_monsimer@yahoo.com.

DECEMBER 11-12: Greenberg's Train and Toy Show at Fort Washington Expo Center, Virginia Drive in Fort Washington. Philadelphia Chapter will have table at this event. Additional details in December *Cinders*.

DECEMBER 18-19, JANUARY 8-9 and 22-23, 2005: GATSME Lines open house at Prospect and Madison Avenues, Fort Washington, PA, 12-4 PM each day. Layout based on 1956-era railroading. For information, telephone 215-646-2033 (Thursday evenings only).

JANUARY 8-9, 22-23: Cheltenham Hills Model Railroad Club open house in the old Reading Ogontz station, 8000 Old York Road, Elkins Park, PA, 12-4 PM each day. More than 1,750 feet of double track in operation. For information, telephone 215-635-9747.

Philadelphia Chapter Meeting Notice on Page 2, This Issue

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

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

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

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

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

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

MEETING NOTICE:

FRIDAY EVENING, DECEMBER 10, 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)*

Philadelphia Chapter's December, 2004 meeting will be held on
Friday evening, December 10, 2004 at 7:30 PM in the Faculty
Club, Thomas Jefferson Alumni Hall, 1020 Locust Street,
downtown. The program had not been finalized as of the early
deadline for *Cinders*, but is expected to feature a vintage film
program, either slide or movie. We invite you to come out and
share an evening with your fellow members this Holiday Season!

The evening begins with our usual optional 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, DECEMBER 7, 2004 to Dinner
Chairman Bill Gardiner at 215-632-7016. The menu for the
December meeting was not available because of the early press
deadline for *Cinders*. 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
2004-2005 year are scheduled in the Faculty Club, on the second
floor of the Alumni Hall.)*

Our January 21, 2005 program will feature our Annual
Railroadiana Auction, and the February program the Annual Ray
Muller Slide Contest.

MEETING CANCELLATION NOTICE!

In the event of snow, sleet or freezing rain on a
Philadelphia Chapter meeting day, Chapter officers will make a
decision on whether to hold the meeting as scheduled. If in
doubt, members should telephone 215-947-5769 after 12 Noon
on the day of the meeting for a recorded advisory. Thank you.

Chapter Member Charters Private Car for Cross-Country Trip and 2005 Portland Convention

Chapter Member Burton O. Eisenberg of Wyncote has
informed *Cinders* that he has chartered the private car J. Pinckney
Henderson from the Lancaster & Chester Railway in South
Carolina for a cross-country trip in June and July, 2005 that will tie
in to the NRHS Convention in Portland.

Burt has chartered the car to take his wife, father-in-law
and mother-in-law across country to repeat the trip his father-in-
law, Private William Eilberg, made from Fort Belvoir, VA to San
Francisco, CA in April 1943.

The trip will leave Philadelphia on June 26 on Train
#51, the **Cardinal** to Chicago, travel June 29 from Chicago to
Emeryville, CA on Train #5, the **California Zephyr**, Train #14,
the **Coast Starlight** from Emeryville to Portland arriving on July
3. Following the Convention, the car will leave Portland July 9 on
Train #28, the Portland section of the **Empire Builder**, and will
depart Chicago on July 12 on Train #50, the **Cardinal**, back to
Philadelphia. The car will actually begin and end its trip in New
York.

The fare is \$5,000 for one bed in a bedroom, and
sleeping on a sofa in one of the lounges will cost \$4,000. There
will be some nights off the car in some of the enroute cities which
will be the individual responsibility of the passenger.

If anyone is interested in participating in this trip,
please contact Burton O. Eisenberg, 10 South Avenue, Wyncote,
PA 19095-1320, or call him at 215-572-7712.

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



SEPTA
TRANSIT

SEPTA last month faced what is arguably the most serious financial crisis in its 36-year history. But in spite of months of pleading by SEPTA and transit activists, few lawmakers in Harrisburg paid much attention until Monday, November 15, the start of the Legislature's final week before adjournment. State Representative Dwight Evans of Philadelphia then introduced a plan to raise \$110 million for transit, to be funded by a series of new taxes and fees on tire purchases, car rentals, emission stickers and requests for driver records. Unfortunately, this would have produced only about \$36 million of the \$62.2 million needed to close the gaping deficit in SEPTA's current operating budget, and too little aid for other cash-strapped transit agencies across the State. Yet even the inadequate Evans plan, though backed by Governor Rendell, was dead on arrival in the Legislature. That scheme "is not going to happen," said the press secretary for the Republican majority leader in the House, Representative Sam Smith of Punxsutawney. "Anything with the words 'new taxes' or 'fees' is not coming up for a vote."

There was a lot of huffing and puffing by lawmakers during this final session, which finally was adjourned late on Saturday, November 20. But in the end they turned their backs on SEPTA—and on the Port Authority transit system in Pittsburgh which also is struggling with a huge deficit. (Smaller agencies did receive \$6 million in State aid.) Amid much finger-pointing as to who was to blame for the deadlock, all the legislative leaders managed to do was to suggest that the Governor divert some Federal highway funds into SEPTA's coffers. This was done last December to help eliminate the Fiscal Year 2004 budget deficit, when \$15 million in unneeded money for the Route 309 improvement project was transferred to SEPTA, but at the time Rendell said that such tactics should not be repeated. As a result, unless similar executive action is taken by the Governor during the next few weeks, it appears that SEPTA will be forced to go forward with its contingency plan to raise fares by 25 percent, cut weekday service by 20 percent and eliminate all weekend service (see October *Cinders*). Top Republican leaders also advised Rendell to handle the matter of dedicated funding for transit in his budget proposal next February—which they said he should have done this year.

As matters stand at *Cinders*' presstime, the fare increases will take effect on January 1, 2005 and the service cutbacks on January 23. On November 19 SEPTA began sending layoff notices to the first group of 1,400 employees who are expected to lose their jobs. The board has scheduled a special meeting at 9 AM December 2 to take final action on the contingency plan, which could include an even higher fare increase of around 38 percent if it is demonstrated that such action could preserve at least some weekend service. SEPTA figures indicate

that the proposed 25-percent fare increase would produce about \$28 million in added revenue for this fiscal year but the system would lose up to 70,000 daily riders, a seven-percent loss. The 20-percent across-the-board cut in weekday service would reduce daily ridership by 155,000, and together with the total elimination of weekend service would produce net savings of about \$33.5 million (cost savings of \$65.5 million less \$32 million in reduced revenues). One fear among management is that if the layoffs actually occur and some funding is restored at a later date, many skilled employees including mechanics would not come back if recalled. There could be added fallout from the service cuts, in that any riders might change their daily habits and not return to the system even if full service is later restored.

During the first four months of Fiscal Year 2005, SEPTA's passenger revenues and ridership continued to run below budget and behind the year-ago period. Consolidated revenues of \$99.8 million for July through October were one percent below budget and two percent behind last year, while linked (one-way) ridership of 705,000 weekday trips was two percent below budget and two percent lower than the same period in 2003. In addition, senior citizen reimbursement payments from the State were \$17.2 million, also below budget and last year's figure. SEPTA's deficit for the first four months of the current fiscal year was \$20.9 million, just about proportional to the \$62.2-million deficit projected for the entire year.....Amid all the budget controversy, it should be kept in mind that SEPTA's one-year contract with Transport Workers Union Local 234 expires on March 15, 2005, and must be renegotiated..... Congress apparently has deferred action on reauthorizing the Transportation Equity Act for the 21st Century (TEA-21) until the new session beginning in January. The present law, which authorizes Federal highway and transit funding, has been extended through May of 2005.

After eliminating most express and limited service from the Route 100 Norristown High Speed Line last June, SEPTA restored those peak-hour services with a new timetable effective November 22. The summer-season cutback in service inexplicably had been continued through the fall.....SEPTA now has 32 hybrid diesel-electric buses in service, and will use 12 of them in side-by-side performance tests with 12 conventional diesel buses. Built by New Flyer, the hybrids in earlier trials have demonstrated their ability to cut pollution and reduce fuel consumption. All of them are based out of the Southern depot. SEPTA claims that Philadelphia was the first city to operate hybrid vehicles, when the old Philadelphia Rapid Transit system acquired 75 gas-electric buses in 1924..... SEPTA again was advertising its "Santa Express" trains to the Gallery Mall in center city on the big shopping day of Friday, November 26. Two Market-Frankford trains running to the 11th Street station, one Broad Street train to 8th & Market and two Regional Rail trains to Market East Station were in the program, the latter originating at

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PHILADELPHIA EXPRESS

(Continued from Page 3)

Paoli and Chestnut Hill West.....A strong odor from an unknown source wafted across South Philadelphia on November 18, forcing SEPTA to evacuate the Broad Street subway for about 45 minutes during mid-afternoon. While officials feared a gas leak, tests determined that the mysterious odor was non-toxic.



SEPTA REGIONAL RAIL

Spurred on by the looming financial crisis, SEPTA last month posted several "doomsday" Regional Rail schedules on its website. Using SEPTA's busiest commuter rail line, the R5 Paoli-Thorndale, as an example, the schedule to become effective on January 23, 2005 shows inbound rush-hour service virtually intact, but afternoon and evening weekday service slashed from 19 to 11 trips. The last train would leave Thorndale at 5:36 PM instead of at 10:43 PM and the last departure from Malvern would be at 8 PM instead of 11 PM. The last outbound train would leave Market East Station at 9:10 PM, and there would be no weekend service. Similar cuts were to be made on all other Regional Rail lines, as part of the last-ditch effort to erase the \$62-million deficit in SEPTA's current operating budget. As various rescue scenarios were bandied about in Harrisburg during the final days of the Legislature's 2003-2004 session (see above), SEPTA schedule makers were frantically pasting together alternatives to the threatened 20-percent cut in service, in the event that a portion of the needed funding—but not all of it—would be forthcoming.

SEPTA's capital projects, however, are unaffected by the shortfall in the operating budget. Last month SEPTA announced that it would proceed with the long-hoped-for modernization of the Mainline north of Glenside, route of the R5 Lansdale-Doylestown service. The \$11-million project, to begin next spring, will include a state-of-the-art cab signal system, which together with certain other improvements will allow the track speed to be increased from a maximum of 55 mph to 70 mph. Most wayside signals will be removed as "Rule 261" bi-directional operation replaces the existing "Rule 251" operation, in which each track is signaled in only one direction, and new interlocked crossovers will be installed at Penllyn and Lansdale. The entire project is expected to require at least two years for completion.....In late October SEPTA finished up the \$1.3-million expansion of its parking lot at the R2 Warminster station, increasing the lot's capacity from 540 spaces to 800 spaces. Meanwhile, work continues on expanding the parking lot at the busy R5 Fort Washington station, which will increase its capacity by 300 spaces to a total of 585. New lighting, fencing, completion of a pedestrian tunnel under the tracks, a new loop and shelter for Route 201 buses and a bike path are included in the \$4.8-million project Installation of track and wire should begin this month on new controlled sidings along the R8 Fox Chase Line, near the Olney and Cheltenham stations.

Nothing further has been announced concerning a new contract award for 100-plus Silverliner V commuter rail cars (see March, April, August *Cinders*). To illustrate how projects such as

this can be delayed for long periods of time, 20 years ago in the December 1984 issue of *Cinders* we reported that SEPTA was proceeding with a design for new Silverliner V cars, and hoped to order 50 of them!SEPTA will lend two of its push-pull trainsets to AMTRAK to help with the Thanksgiving rush. The AEM-7 hauled trains are expected to be used in Clocker and Keystone service.....The Parsons Brinckerhoff consulting firm last month was finishing up its study of SEPTA's proposed Schuylkill Valley Metro service, as commissioned by NORFOLK SOUTHERN. The consultant's recommendations will be submitted to the special task force created by PennDOT a year ago (see October *Cinders*).....The Delaware Valley Regional Planning Commission also is conducting a study on the feasibility of SEPTA and NJ TRANSIT providing a "one-seat" ride for Philadelphia-New York commuters.....SEPTA plans to lease its unused station at Telford, on the old Reading Bethlehem branch, to the Borough of Telford.

The Regional Rail system had another difficult month in November. In spite of SEPTA's best efforts to reduce the problem, slippery rails delayed trains on at least five days, usually those on which there was rainfall to make matters worse. On Friday morning, November 5, a fallen tree cut the signal wires on the R5 Lansdale-Doylestown line north of Oreland, delaying 13 trains from five to 32 minutes. The next day, signal power again was lost on the R5 line between Penllyn and Lansdale, delaying a dozen trains from seven to 21 minutes.....A problem which could not be blamed on the forces of nature resulted in 24 trains being partially or completely annulled. The problem? Five engineers scheduled for duty marked off on Sunday, October 31. Another 15 runs were operated by qualified supervisors.....Several Silverliner IV cars have been equipped with what appear to be experimental pantographs, with dual carbon strips. Some of them are painted redDue to trackwork on AMTRAK's Northeast Corridor, four southbound R2 trains bound for Newark, DE in the morning cannot make their usual stops at the Churchmans Crossing station between November 22 and December 3.

Reading-side commuters suffered through a major snafu on November 16, when train #6576 North Penn Limited stalled near Jenkintown station. All three pantographs on the six married-pair cars dropped and, despite radio assistance from SEPTA's mechanical desk, the problem could not be corrected. Finally, after a 40-minute delay, following train #6380 coupled to the disabled train and shoved it into the station where the passengers on both trains were discharged, then #6380 pushed #6576 into the northbound layoff track. Four rush-hour trains had to be annulled while at least 23 others were delayed, some for an hour or more..... On the same day, a broken catenary section near Eastwick station delayed a dozen or more Airport trains during the morning, most for relatively short periodsOn the morning of November 17 a pantograph on the fourth of six cars in train #4711, the inbound **North Penn Limited**, flipped at Chalfont station. The train proceeded to Lansdale where the rear three cars were cut off and it departed with just three cars. The train was delayed for 22 minutes with just a handful of other trains affected..... A potentially dangerous situation arose on November 18 when the crew of R3 inbound express #4007 noticed smoke coming from beneath car #224. The passengers were discharged at Woodbourne station and the train deadheaded as far as Trevoise where it ground to a halt.

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PHILADELPHIA EXPRESS

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Car #224 was found to have a seized axle. The Mechanical Department placed a dolly under the frozen axle and was able to move the train to Jenkintown for further repair. Two other R3 trains had to be annulled and delays of from six to 48 minutes were incurred by eight other R3 trains.



AMTRAK reportedly will receive \$1.22 billion in Federal funding for the current fiscal year, the same amount as earlier approved by the Senate Appropriations Committee. This figure was included in an omnibus spending bill for numerous government departments, including Transportation, expected to be passed by Congress during its "lame-duck" session last month. Earlier, Amtrak had revised downward its budget request for this year from \$1.8 billion to \$1.495 billion, but a gap of \$278 million still remains which will mean the postponement of several capital projects. In addition, over the next five years Amtrak will be required to repay a \$100-million loan received from the DOT (NARP). Meanwhile, the Associated Press reports that the Bush Administration is expected to continue its drive to privatize parts of the Amtrak system, and "eliminate the passenger railroad's unprofitable long-distance lines." This latter statement implies that Amtrak's other operations are "profitable," which is not the case (NARP). While several other members of President Bush's Cabinet have announced their intention to step down, Transportation Secretary Norman Mineta is not yet among them. But he is widely expected to resign, with Labor Secretary Elaine Chao rumored to be his successor (NARP).

Again this year, AMTRAK issued a special Northeast Corridor timetable for the Thanksgiving holiday period, the railroad's busiest week. Effective November 23-29, the 32-page timetable lists only eight "Holiday Extra" trains on Wednesday, Thursday and Sunday, but many regular trains will carry additional cars. All Corridor and Empire Service trains required reservations, except for the Clockers, Keystones and New Haven-Springfield shuttles. Speaking of the Clockers, we note that in the November 1 system timetable AMTRAK apparently omitted Philadelphia-New York trains #624 and 627, then adding them in special notes at the bottom of the page. At the request of the Transportation Security Administration, AMTRAK last month began random identification checks of adult passengers. About ten percent of all passengers will be asked to produce a photo ID. "If the name of the passenger on the ticket and the passenger's identification do not match and a reasonable explanation is not provided," Amtrak advised, "conductors will be required to alert Amtrak police for further investigation" (NARP). Boston-to-Washington train #163 was stopped and searched at Stamford, CT, on October 30 after a passenger said he had a dangerous device. A police search found no such device, the train continued on after an hour's delay and the person making the threat was placed under arrest (*Trains*).

Do you remember? Around 5 PM on Monday, December 23, 1991, a six-alarm fire in 30th Street Station shut down the huge building on that busy pre-Christmas travel day. The blaze, which was blamed on arson, produced a layer of soot but no structural damage to the building. At the time Amtrak was

wrapping up a \$100-million renovation of the vast station, and the cleanup after the fire was estimated to cost another \$2.5 million. Having exited the mail-carrying business, AMTRAK is sending its fleet of RoadRailer vehicles to NORFOLK SOUTHERN for NS's Triple Crown intermodal operation. The Surface Transportation Board, ignoring the arguments of AMTRAK and a group of labor unions, last month approved the lease of nearly 200 miles of CSX's former Chesapeake & Ohio mainline between Richmond and Clifton Forge, VA, to the BUCKINGHAM BRANCH RAILROAD. The shortline company will take over a route already suffering from deferred maintenance, which is of concern to Amtrak because it is used by the tri-weekly **Cardinal**. The decision also allows BB to retire the CTC signal system on the line within two years (NARP). AMTRAK last month completed its 60-day trial in Washington, DC, of the environmentally-friendly "Green Goat" hybrid locomotive (see August *Cinders*). Results of the test have not been released.

AMTRAK suffered a service disruption on the morning of November 9, when a locomotive snagged the overhead wires at milepost 23.7 on the Northeast Corridor just north of Wilmington. A span wire fell across all three main tracks halting both AMTRAK and SEPTA service for an hour until the #1 track was cleared. Delays, however, continued for another two hours. A CSX work train derailed eight cars of ballast on the Metropolitan Subdivision in Washington, DC on October 30, spilling loads of stone across both main tracks. The railroad was blocked most of the day, forcing AMTRAK to bus **Capitol Limited** passengers between Washington and Pittsburgh. Both NJ TRANSIT and the LONG ISLAND RAIL ROAD have told New York State officials that they will use the proposed Moynihan station in New York City, which will be opened in the former Farley Post Office building. AMTRAK earlier had said it would not move its trains to the new station because of cost considerations, but instead would continue to use the adjacent Penn Station which it owns (NARP). Two Immaculata University professors are engaged in a study to determine the actual location of the gravesites of 57 Irish workers, who died of cholera while building the original Philadelphia & Columbia Railroad in 1832. For years historians have believed that the workers were buried at the so-called Duffy's Cut, on the former Pennsy and present AMTRAK mainline just west of Malvern station, but a *Daily Local News* story cites new evidence indicating that the burial place may be some distance away.



CSX,
NS
OTHER ROADS

The proposed ban on rail shipments of hazardous materials through Washington, DC, reported in last month's *Cinders*, failed to pass in the Washington City Council. But CSX is reported to be voluntarily rerouting some tank car shipments away from its north-south line through DC, while maintaining that an outright ban on such shipments would cause unacceptable delays to some vital chemical traffic (*Traffic World*). Two CSX freight trains, Q366 bound for Selkirk yard and Q621 going to Syracuse, sideswiped on the ex-CONRAIL Mohawk Subdivision near Little Falls, NY, on Saturday, October 30, putting 34 cars from both trains on the ground. The busy mainline was closed for over 24 hours, forcing AMTRAK to bus

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PHILADELPHIA EXPRESS (Continued from Page 5)

Lake Shore Limited passengers between Syracuse and Albany and canceling Empire service trains both on Saturday and Sunday (*Trains*).....The October issue of *Railway Track & Structures* carries an article on the rebuilding earlier this year of CSX's 94-year-old swing-span bridge over the Schuylkill River in Philadelphia. While emphasizing the importance of the bridge to CSX, the article failed to mention that much of the traffic that bypasses Philadelphia—such as the Tropicana orange juice train—could avoid the bridge by using the West Philadelphia High Line and the rebuilt 58th Street connection.

NORFOLK SOUTHERN, CANADIAN PACIFIC and CANADIAN NATIONAL last month announced a plan to reroute certain NS and CN interline traffic over CP's DELAWARE & HUDSON subsidiary. This follows an earlier announcement that NS would acquire trackage rights over the D&H between Binghamton and Saratoga Springs, NY, and haulage rights between Saratoga Springs and Rouses Point, NY (see August *Cinders*). The three-way agreement will give CN and NS a shorter, faster route for some 20,000 annual carloads by shipping them over CP's line south of Montreal instead of via Buffalo, NY, saving an average of two days travel time and cutting 330 miles off the existing route (*Traffic World*).....NS's Enola yard near Harrisburg will observe its 100th anniversary next year. Once the largest yard on the Pennsylvania Railroad, Enola was opened in January 1905 as part of the PRR's ambitious low-grade program, which included the new freight-only Atglen & Susquehanna branch and the Trenton Cut-Off.....The Surface Transportation Board last month decided to formally conclude its five-year oversight of the split-up of CONRAIL by NS and CSX, although it will continue to monitor operations in the Conrail Shared Assets terminal areas (*Weekly Rail Review*).....Many in the trade are expressing concern over the ability of U.S. freight railroads to expeditiously handle the higher volumes of traffic during this fall's peak shipping season. Railroads such as CSX and UNION PACIFIC, in particular, have been suffering with capacity problems for some time now.

SEPTA has agreed to sell the former PRR Octoraro branch to EAST PENN RAILWAYS FOR \$353,700. East Penn, affiliated with the PENN EASTERN group operated by John Nolan, will replace MORRISTOWN & ERIE RAILWAY. M&E has been running the Octoraro between Chadds Ford Junction and Nottingham, PA, since last year under an interim contract with SEPTA. (The out-of-service portion of the branch between Wawa and Chadds Ford is not included in the sale.) Under the proposed agreement, East Penn also would be required to pay M&E \$322,597 for the cost of repairing washouts caused by the flood of September 15, 2003. The Octoraro branch was conveyed to SEPTA at the startup of CONRAIL in 1976, for use as a possible commuter rail route to and from Oxford, PA. The 26-mile line has had a succession of freight operators, including Octoraro Railway, Delaware Valley, BRANDYWINE VALLEY and M&E. BVRY, which currently runs the ex-Reading Wilmington & Northern branch and serves as Octoraro's only rail connection to the outside world, also may be up for sale. It is reported that International Steel Group, which acquired the remnants of Bethlehem Steel Corp. last year including its Lukens operations at Coatesville and Conshohocken, would like to dispose of BVRY and other railroad properties. This may be related to the proposed sale of ISG to Mittal Steel, run by Indian-born Tycoon Lakshmi N. Mittal, which would create the world's largest steelmaking firm.

The B&O Railroad Museum in Baltimore reopened to the public on November 13. It had been closed since a record snowfall in February 2003 collapsed part of the roundhouse roof over the display area, damaging several of the priceless exhibits. Major structural work to the roof and walls has allowed the roundhouse to be restored close to its original appearance when opened in 1884.....The long-anticipated Radnor Trail in Delaware County opened unofficially in October, though the formal dedication date has not been announced. Nearly three decades in the planning and the object of strong opposition from local NIMBYs, the 2.2-mile trail follows the right-of-way of Philadelphia & Western's Strafford branch, which was abandoned in 1956.....In addition to its regular service on "Trains & Troops Weekend" November 6-7, the STRASBURG RAIL ROAD ran a mixed train of three freight cars, two passenger cars and a caboose behind 4-8-0 #475, which sported its original "Norfolk & Western" lettering on the tender. The train was a shortened version of the freight train run for a charter group on October 26.....After years of work on ex-Mississippi Central 4-4-0 #98, WILMINGTON & WESTERN fired up the 1909-vintage Alco in late OctoberVideo Producer David Goodheart died of a heart attack on November 10 at the age of 57. Well known for his colorful railroad videos, Goodheart was a resident of Chicago, IL (*Trains*).

NJ TRANSIT is threatening to increase fares by 15 percent at the start of its new fiscal year on July 1, 2005. The agency said it is facing a \$65 million budget deficit in FY 2006, due to higher costs for fuel, security and employee health insurance. The proposed increase would produce about \$55 million in extra revenue. NJT's current operating budget of \$1.3 billion is covered by about \$560 million from fares and the balance by State and Federal subsidies (*Trains*).....More and more Americans want to live near public transit, according to a report last month in *USA Today*. "Shifting housing demographics are stoking interest around the U.S.A. in development near transit," concludes a study released by the Federal Transit Administration (NARP).....A Jeannette, PA, woman who was injured while walking along NORFOLK SOUTHERN tracks is suing the railroad for its failure to warn pedestrians that trains run on those tracks. She received a broken finger and cuts on her hand when struck by an NS train in Jeannette, east of Pittsburgh. Her attorney argues that NS was negligent in not posting signs warning of "the dangers of walking near train tracks and that the tracks were actively in use" (*Trains*).

Lionel Corp. has filed for Chapter 11 bankruptcy. The legendary model train maker has been on the receiving end of a \$40.8-million judgment against it for a subcontractor's alleged misappropriation of toy train designs from competitor MTH (*Trains*).....The Federal Railroad Administration has proposed tougher crashworthiness standards for new and rebuilt locomotives, including stronger structural members, new anti-climbing features, collision posts and strengthened external fuel tanks (*Weekly Rail Review*).....The United Transportation Union says it is headed for a showdown with five Class 1 railroads over the carriers' demands on wages, benefits and working conditions (*Traffic World*).....Members of the Brotherhood of Maintenance of Way Employees have ratified their proposed merger with the Teamsters Union. Together with the Brotherhood of Locomotive Engineers & Trainmen, which merged with the Teamsters in January, the Teamsters Rail Conference now represents some 70,000 railroad workers (*Weekly Rail Review*).....Have you seen the Verizon ad appearing

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)

Another sad New Year's: it was announced on December 24, 1966 that on the following Thursday Red Arrow trolley service between 69th Street and Ardmore would cease and buses would be substituted. The last trolley departed Ardmore at 11:51 PM (Philadelphia *Inquirer*).....On Sunday, September 21, 1947, Philadelphia Chapter operated a Railfan Special carrying 425 passengers in seven cars, including two air-conditioned coaches, a diner and a Central RR of New Jersey open-platform observation car. This final fantrip of that season departed Reading Terminal at 8:30 AM and operated via the "subway" to Park Junction, the mainline to Perkiomen Junction, the Perkiomen branch to Allentown, where the train was wye'd. The special then headed west on the East Penn to Reading for a shop tour. Afterwards, it was a fast trip to Birdsboro, where the train traveled the Wilmington & Northern to Elsmere Junction and another fast run on the Baltimore & Ohio back to Park Junction and Reading Terminal. What a day!! (NRHS *Bulletin*).....Recently, former Reading Camelback 0-4-0 switcher #1187 was moved into the Strasburg Rail Road's shop where hopefully it can be declared fit to be restored to active service. If accomplished, the 1187 would be the only Camelback operating in the world (Roy L. Hudson).

Norfolk Southern began hump operations at the (ex-PRR) Enola yard this past August. The 15-track classification yard has been converted to a modern computer-assisted operation. The hump sorts cars for nine trains which originate and terminate there and, in addition, is expected to work cars from several through freights that set off and pick up at Enola (*CTC Board*).....As of October 29, the big four Dow Transportation components were yielding (%) and paying annual dividends (\$) as follows: Union Pacific (1.91% - \$1.20); Burlington Northern Santa Fe (1.63% - \$0.68); Norfolk Southern (1.18% - \$0.40); CSX Corp. (1.10% - \$0.40). Canadian National's third quarter earnings rose 18% on revenue gains at all of its business units. The increase reflected a strong North American economy and the acquisition of BC Rail and Great lakes Transportation. The transportation ratio, a key measure for railroads, was 65.4% in the quarter. CSX turned a quarterly profit partly due to a one-time gain of \$14 million related to the sale of one of its spinoff lines which helped offset recent service disruptions. Operating revenue rose 5% to \$1.98 billion and the net was \$123 million (*Wall Street Journal*).

After all the Rock Island Lines' creditors were paid off, stockholders received shares in the new Chicago Pacific Company (real estate, etc.). That company acquired several subsidiary firms, most notably the Hoover Vacuum Cleaner Company, and that was the primary reason that CPC was acquired by the Maytag Corporation later in 1988. So, a former railroad was "spun" into a washing machine company! Also, the Union Pacific, who wanted the "Rock" but was not allowed by the Interstate Commerce Commission, wound up later with nearly 2,400 miles of CRI&P track by merging the Missouri Pacific, Katy, C&NW and Southern Pacific into its system (R. J. Lane, *Railroad History*).....At the JW Auction Company's railroadiana auction held in October in Rochester, NH, a Maine Central blue enamel "Crawford Notch" station sign in good condition sold for \$2,600! (The *470*).....In August 1944 the Erie Railroad finally paid off the oldest outstanding railroad bonds in the United States. These were the New York & Erie 4% bonds issued in 1847. The face value of all

the bonds was \$2.5 million and it cost the Erie about \$13 million to redeem them! (*Time Magazine*).....In November 1937 the Pennsylvania Railroad placed into service the new CALN interlocking which was remotely operated from THORN interlocking tower. The same month PARK interlocking was placed in service at Parkesburg (*PRR Stats*).

The ten largest passenger railcar fleets in North America are MTA/New York City Transit (6,589), Amtrak (2,785), Chicago Transit Authority (1,190), METRA (Chicago) Commuter Rail (1,189), MTA/Long Island Rail Road (1,178), NJ Transit (1,050), Toronto Transit Commission (1,010), Boston MBTA (975), MTA/Metro North Commuter Railroad (975) and, Number Ten: SEPTA (873) (*Metro Magazine*).....All U. S. public transit passenger miles (bus, commuter rail, light rail, etc.) shows an increase of about 20% from 1992 to 2002. Only one category decreased and that was trolley bus which went down about 10% to a national fleet of about 600 units. Light rail increased 100% with more than 1,445 cars in service (*Metro Magazine*).....On September 28, Trucker John Stokes was sentenced to two years in prison for driving violations which caused that tragic collision between his steel truck and Amtrak's **City of New Orleans** near Kankakee, IL in 1999 in which 11 persons perished and 122 were injured (*Highball*).....Late this past summer Amtrak Train #58, **City of New Orleans**, running at 79 mph struck a 325 pound drunk laying on the tracks at Halls, TN. The only locomotive on the train, P42 #99, had to be set out as a valve on one of the main air tanks was broken off when the unit struck the blob, rendering it inoperable, and rather messy (*CTC Board*).....What railroad are you riding on if the conductor calls out "Now approaching Mars"? No, it's really not the NASA railroad in Florida, but you're six stops from Union Station in Chicago on METRA's Milwaukee District West Line near the famed candy plant which produces Snickers, Milky Way and M&M's (*The Fast Mail*).

LL on the LV: In June, 1928, Charles Lindbergh (Lucky Lindy) was flying across Pennsylvania when he made an unscheduled stop due to fog. He landed next to the Susquehanna River and the Lehigh Valley Railroad's Coxtan yards. The railroad men were thrilled to see him and invited the famous aviator to a cab ride in a "puller" locomotive that would help the eastbound **Buffalo Express** up Penobscot Mountain. Lindbergh was actually at the throttle as the light engine came back down making much whistle music! He hit the sack in the Railroad YMCA at 1:00 AM (*The Phoebe Snow*).....On December 18, 1867, a 28-year-old Cleveland businessman just missed getting on the eastbound **Lakeshore Express** of the Lakeshore & Michigan Southern Railroad. The train derailed on a bridge in what was later known as the Angola (NY) Horror with 42 killed and many injured. The lucky traveler was John D. Rockefeller, Sr.!! Maybe that is why, even though he was worth a billion dollars in 1913, he never owned a private railroad car. (*Titan*, R. Chernow).....Infamous People, Famous Trains: Al ("Scarface") Capone departed Chicago on the **Dixie Flyer** on May 6, 1932 to Atlanta (C&EI-L&N-NC&StL). He was going to spend 11 years in Federal prison for understating his income tax (*The Dixie Line*, D. L. Shult).

Sound Familiar Department?? SEPTA's financial difficulties may seem minor, when we note that New York's Metropolitan Transportation Authority has announced it's facing deficits in coming years of more than \$11 billion! Mayor Bloomberg accused the agency of presiding over "bloated payrolls and out-of-control spending; rather than ask the State or the City for money, the Authority should look in the mirror and realize that business as

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PHILADELPHIA EXPRESS

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in *Time Magazine* and elsewhere? It pictures a maglev train whooshing by a steam locomotive-hauled train, which is supposed to illustrate the downloading speed of Verizon Broadband versus "other wireless networks."

The "Reading Terminal Holiday Railroad" model layout will be operating through January 8 (10 AM-7 PM daily except Christmas and New Year's Day) on the street level of the Reading Terminal headhouse. Boasting a long list of sponsors, including SEPTA, the big layout apparently is intended to replace the Christmas train display which SEPTA no longer places in the basement of its 1234 Market Street building.....The Reading Company Technical & Historical Society hopes to move the long-abandoned ex-Reading dining car from its isolated track at Broad & Noble Streets in Philadelphia. The car, #1186, was the diner on the famous "Iron Horse Ramble" trains and later served as an eatery while parked on the now-abandoned spur at Broad Street. The RCT&HS already has claimed another surviving artifact, ex-Reading grill car #2060, which was used for years as a restaurant in Fountain, Schuylkill County.....An article appearing in *Main Line Today Magazine* describes the Baldwin Locomotive Works move from Philadelphia to Eddystone in the early 20th Century as an effort to "bust the unions that had organized many of the 10,000 workers" in its old plant at Broad & Spring Garden Streets. Little is said about Baldwin's overriding need for a larger and more modern manufacturing facility to replace the antiquated Philadelphia shop. The article attempts to compare this move with the efforts of some of today's employers to "offshore" their work to cheaper overseas locations.

ODDS AND ENDS

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usual doesn't cut it any more" (*New York Times*).....Japan just celebrated the 40th anniversary of the high speed Tokaido-Shinkansen "Bullet" trains. The line operates 300 trips per day at a maximum speed of 170 mph. The average arrival delay in 2003 was only *six seconds!* Yes, Amtrak and SEPTA, only six seconds!! (*Weekly Rail Review*).....Transportation modes taken to work in selected world cities showed that in Manchester, England, 72% of commuters used private vehicles, while in Moscow, Russia, 64% of workers used train or tram to get to their jobs (*Metro Magazine*).....In testimony before the ICC in September, 1947, Robert R. Young stated "Yes, the New York Central uses diesel and the C&O uses steam on passenger trains, but we are not reactionary as some people say, because we are experimenting with steam turbines...and I say further, that railroads are using up oil as a rapid rate and should not use diesels, and some government agency ought to investigate and see that they go back to coal!" (R. Saunders, *Merging Lines*).

Did You Know?? Railroads are an important economic indicator, since they move about 40% of all U. S. freight on a ton-mile basis....."When I hear the iron horse make the hills echo....it seems as if the earth had got a race now worthy to inhabit it!! (H. D. Thoreau, *Walden*, 1854).....Over 100 years ago, Rule 12 of the Virginia & Tennessee Railroad provided that conductors and other trainmen must not attempt to influence passengers in favor of certain saloons but must act impartially in this respect. (AAR)

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