



CINDERS

JUNE 2004



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Newsletter of the

Number 6

PHILADELPHIA CHAPTER

National Railway Historical Society

Post Office Box 7302

Philadelphia, PA 19101

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

MEETING NOTICE

FRIDAY EVENING, JUNE 18, 2004

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

Dinner at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM
Parking in Wills Eye Hospital garage, 9th Street above Locust
(\$6.00 after 6 PM), Parkway garage, also 9th above Locust
(\$5.75 after 6 PM), or Downtown Garage, Walnut Street east of
10th (\$4.00 after 6 PM) *(Please note that some of the above
parking prices have been adjusted and we will update them for a
future issue of Cinders)*

Our June 18, 2004 meeting will feature a narrated slide program
presented by Chapter Senior Vice President William Thomas III.
The program is entitled **The Rail and Transit Scene in Sweden**.
Bill has traveled to many international destinations on any number
of occasions, and has always been fascinated with Scandinavia rail
activity. Mainline railroading as well as traction will be covered in
this program -- don't miss it.

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

The program on Philadelphia Transportation Company originally
scheduled for the June meeting has had to be postponed until a
later date. Join us on Friday evening, June 18 for Swedish rails.

Looking ahead, our remaining membership meetings for 2004 will
be held on September 17, October 15, November 19 and December
10. Don't forget our annual Bill Wagner Summer Dinner to be
held at the Freight House Restaurant in Doylestown on Friday,
August 20. See complete article on this page.

2004 Bill Wagner Dinner set for August 20 in Doylestown

Philadelphia Chapter's annual Bill Wagner Summer
Dinner will be held at the new Freight House Restaurant, adjacent
to SEPTA's R5 station in Doylestown, Bucks County, on Friday
evening, August 20, 2004.

The Freight House opened during 2003 in the former
Reading Railroad freight station in Doylestown, which was
extensively and tastefully rehabilitated after years of neglect and
disrepair. The upscale restaurant has been drawing good crowds
and is a fine addition to the heart of the Bucks County seat.

The menu for the dinner is as follows:

Caesar Salad

Choice of **Broiled Twin Pork Chop, Chicken Piccata**
or **Pan Roasted Atlantic Salmon**, accompanied by seasonal
vegetable and chef's selection of side

Choice of **Fallen Chocolate Cake, Crème Brulee** or
Freight House Sorbet for dessert

Coffee or tea

The price of the dinner is \$39 per person, gratuity
included. Members desiring to attend need to send remittance, in
the amount of \$39.00 for each person, payable to **Philadelphia
Chapter, NRHS** to: **Bill Wagner Summer Dinner, Philadelphia
Chapter, NRHS, P. O. Box 7302, Philadelphia, PA 19101-7302.**
All reservations must be received by **July 24, 2004.** *Please
indicate choice of entrée and dessert when ordering.*

Social hour will begin shortly after 5 PM and dinner
will be served at 6:30 PM.

Accordingly, those planning to ride SEPTA's R5
Doylestown Line to attend should plan to ride Train #6596, leaving
30th Street at 4:12 PM, Suburban Station at 4:17 and Market East at
4:22, or Train #6572, leaving 30th Street at 4:42, Suburban at 4:47
and Market East at 4:52. Those two trains arrive Doylestown at
5:23 and 5:55 respectively. For those who can't duck out of the
office early on a Friday afternoon, SEPTA Train #6576, North

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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.

Chapter Members Interviewed for *Time* Magazine Article

Two members of Philadelphia Chapter are prominently mentioned in an article entitled "Hobbyist or Terrorist?," which recently appeared in a national magazine. The full-page article in the May 24 issue of *Time* was written by Reporter Amanda Ripley, who had visited the April 16 Chapter meeting to gather ideas about how railfans and railroads are getting along in this era of heightened security. A sub-headline reads: "Admiring trains has been a refuge for generations of men. Now it can get you a visit from the police."

John Almeida, a computer programmer by profession, father of three and Philadelphia Chapter's webmaster, is profiled in the article. He told the *Time* correspondent that he often is accosted by police who want to know if he has some sinister motive in photographing trains. Using four video cameras mounted on tripods, he goes trackside almost every day "because history happens every day." When challenged, he offers his cards showing various rail club memberships (presumably including

NRHS), and estimates that he has given out 500 cards since 9/11. He usually responds to police officers with the question "Why can't I stay," but is quick to add that "the cop is the one with the gun." Fellow Chapter Member Bob Weiler says "John's got four cameras. No terrorist would do that."

The article repeats the long-held attitude of the media that railfans "have never been well understood," especially by railroad employees who call them "foamers" or "trolley jollies." "Worst of all are 'FLM's': fans living with mothers."

One of two color photos accompanying the article shows John with cameras set up along a SEPTA line at an unidentified location, while he receives a credit line for the other photo of a CSX train. SEPTA Public Relations Spokesman Richard Maloney says, sadly, that "The wide-open spaces and the freedom we have enjoyed to meander almost anywhere is gone."

Members are reminded to be extremely cautious when photographing along railroad lines (which is still quite legal), and do not trespass. Stay on public property.

—Frank Tatnall

NRHS Office Work Detail – Help Needed!

Sometime during July or August, a work detail will be needed in the NRHS national office at 17th & Arch Streets.

The work involves some relocation of furniture and equipment within the office to effect better utilization of the space we have. NRHS Senior Vice President Larry Eastwood and NRHS Vice President and Editor Jeff Smith will be coordinating the effort, and it will be scheduled once plans are completed, and at the convenience of the available individuals. Wawa or Subway sandwiches and beverages will be provided as part of the day.

Interested chapter members are asked to contact Office Manager Lynn Burshtin at 215-557-6606 or at info@nrhs.com to indicate your interest. A form will be sent to you so you may indicate possible dates you would be able to help out.

2004 Bill Wagner Dinner set for August 20 in Doylestown

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Penn Limited leaves 30th Street at 5:12 and arrives Doylestown 6:25 PM. Peak hour fares apply on all three of these trains, and all three are expresses, with their first stop being Fort Washington after leaving Market East Station.

Return service from Doylestown leaves at 7:50 and 8:50 PM, arriving Market East at 9:10 and 10:10 PM. Plan to join your fellow members for a really fine meal plus a SEPTA ride through rural Bucks County on Friday evening, August 20, 2004.

PHILADELPHIA



FRANK G. TATNALL, JR.



SEPTA REGIONAL RAIL

Security continues to be the watchword on SEPTA and all other railroad and transit systems across the nation. Last month the Transportation Security Administration issued a new set of directives to AMTRAK and rail transit operators, which include removing of trash containers from certain stations, reporting of suspicious or unattended items and enhancing the detection of explosives with specially-trained dogs. The TSA has spent about \$115 million over the past year on improving rail and transit security in the U.S., compared with the \$14.5 billion for airline security since the September 11, 2001 attacks.....The State of Pennsylvania will receive \$110 million in Federal homeland security funds to be used for emergency preparedness. Most of the money will go to the State's nine regional counter-terrorism task forces. SEPTA expects to receive \$1 million to improve communications, increase station security and purchase additional bomb-sniffing dogs. Previously, SEPTA had received about \$6.4 million in grants for security enhancements..... In a high-profile announcement last month, Attorney General Ashcroft and the FBI warned that terrorists appear to be planning another major attack on the U.S. this summer, possibly to coincide with an event such as the political conventions.

Amid all the security jitters, SEPTA found itself in the middle of an FBI investigation after a mysterious device was found buried beside a track in Powelton yard, near 30th Street Station. It was a motion detector which could be used to trigger an explosion, but it turned out to have a much less sinister purpose. A SEPTA employee working as an electrician on the overnight shift had planted the device so that he could take a nap and be alerted to the approach of a supervisor. The mystery was solved after the story broke in the newspapers and the employee turned himself in to the FBI. He now faces severe discipline. A further embarrassment was the fact that the device, discovered by a conductor on May 5, was turned over to a SEPTA police officer who stowed it in his locker, smeared possible fingerprints and failed to report it for a week.

As has become the norm, several Regional Rail trains were delayed last month by reports of unattended packages. On the morning of May 17 a suspicious bag was spotted on a walkway at Powelton yard, and the bomb squad was called. On the 21st an unattended package was found on board train #4157 at Market East Station, and the station was ordered evacuated. Both objects were found to be harmless. On the morning of May 24 a bag was found on a platform at Suburban Station and the station had to be evacuated for an hour. It turned out to be someone's lunch. That same day an abandoned duffel bag in the 11th Street subway station caused the shutdown of the Market-Frankford Line for an hour

.....Also last month, the *Inquirer* reported that the New Jersey attorney general's office had notified police to be vigilant, after people were seen photographing or videotaping trains along AMTRAK's Northeast Corridor. (Did any of these officials ever hear of railfans, who have been doing this for decades?)

SEPTA will contribute \$1.6 million to repair the badly-deteriorated #1 and 4 tracks on AMTRAK's Harrisburg mainline between "Zoo" interlocking in Philadelphia and Paoli. SEPTA's R5 commuters are quite familiar with the rough ride on these tracks, which have seen little heavy maintenance over the past 30 years. Work is to begin in July, with rotted ties replaced and other work performed as an extension of the ongoing \$140-million Amtrak-PennDOT project to upgrade the line to Harrisburg. AMTRAK plans to completely rebuild the #2 and 3 express tracks east of Paoli, beginning in 2008.....The SEPTA board last month approved a \$285,000 grant to NORFOLK SOUTHERN to undertake a four-month feasibility study for the operation of diesel-powered passenger trains between Norristown or Valley Forge and Reading (see *May Cinders*). This is the latest development in SEPTA's long-running Schuylkill Valley Metro scheme, which had seemed near death because of its high cost. In a related proposal, DVARP is suggesting that NS explore the possibility of running a diesel-powered service all the way from Reading to 30th Street Station, via its freight route on the west side of the Schuylkill River to Philadelphia.

The Superfund cleanup of SEPTA's Paoli yard has resumed with a new contractor, after having been suspended for more than a year following the bankruptcy of the original contractor. All of the soil in the yard and shop area, contaminated with the suspected cancer-causing chemical PCB, must be removed and properly buried. The old MU carshop is to be demolished in October and the entire project completed in December, clearing the way for developing a new Paoli station and planned parking garage.....Catenary replacement continues on the Mainline between Fern Rock and Jenkintown, after installation was completed on the #2 northbound track. Work is to begin this month on the #1 track south of Jenkintown, with minimal disruption of traffic due to the late-night scheduling. In a multi-year project, daytime wire replacement continues on the R3 West Trenton line, with work now concentrated on the CSX-owned #1 southbound track between West Trenton and Yardley. Last month, CSX crews also were replacing ties on the #1 track between West Trenton and "CP Wood" at Woodbourne. Trackwork on the #2 northbound track continues on the R3 Media-Elwyn line from Secane to Media.

SEPTA this month is to release a request for proposals on a planned extension of R3 service from Elwyn to Wawa. The project will involve rebuilding three miles of single track and construction of a new Wawa station. Some cars would be stored

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PHILADELPHIA EXPRESS (Continued from Page 3)

overnight at the now-unused Lenni facility to avoid deadheading to and from Media yard.....Lower Merion Township's ambitious plan to revitalize the historic Ardmore retail district along Lancaster Avenue (see May *Cinders*) will include a new SEPTA station and a pedestrian bridge over AMTRAK's mainline to the Suburban Square shopping area. If approved, the Ardmore Transit Center development will cost up to \$140 million, according to an *Inquirer* reportThe new R5 station at Melrose Park is coming right along, with brick now being installed on the exterior of the building. Upon completion, work will shift to the outbound side, where a high-level platform is planned.....DVARP reports that Montgomery County and Cheltenham Township officials are considering a new R5 station and parking at Glenside. Growing ridership there is constrained by a lack of parking, even though the present lot is several blocks long.

SEPTA will let a \$344,000 contract to General Electric for a state-of-the-art audio-visual public address system on the Upper Level of 30th Street Station.....SEPTA plans to reconfigure its "Dale" interlocking in downtown Lansdale, and install a new traffic control system at the grade crossings of Main and Broad Streets. This would finally eliminate the watchman's tower from which the crossing gates are now manually controlled—one of the last such installations in the U.S. Total cost of the project will be \$3.1 million, of which PennDOT will pay two-thirds.....An intoxicated trespasser jumped in front of R3 train #348 at Secane on May 5, but the engineer of the slow-moving train was able to stop before striking him.....The City Department of Aviation offered free rides May 10 on SEPTA's R1 Airport Line, to celebrate the startup of Southwest Airlines service at International Airport.....There were several power and signal failures on the Airport Line last month, resulting in some train delays. These occurred on May 6, 7, 11 and 12. In addition, scheduled repairs on the #2 track at Eastwick on May 8 forced single-track operation and delays ranging from six to 18 minutes. On May 13 a stopped NORFOLK SOUTHERN freight at "60th Street South" interlocking and a switch failure delayed four Airport trains.....SEPTA issued a special R6 Norristown timetable effective only on Sunday, June 6. An extra nine round-trips were scheduled, offering half-hourly service most of the day to attract crowds to the Wachovia Cycling Series bike race. It was dubbed "Take the Train to the Wall", referring to the famous Manayunk wall.....A low-speed collision late in the afternoon of May 28 sent five SEPTA passengers to the hospital, Channel 6 News reported. R5 train 567 bound for Malvern was struck in the rear by Bryn Mawr local 4569 on track #4 at 30th Street Station.



**SEPTA
TRANSIT**

SEPTA is recruiting area businesses and riders in a "Save Transit" coalition. Its aim is to convince the Governor and Legislature to end the recurring fiscal crises at the State's more than 70 public transit agencies by establishing a permanent and predictable source of funding. SEPTA currently faces a projected \$70-million operating deficit for Fiscal Year 2005 beginning next month, but has no current plans for a hefty fare increase or painful

service cuts such as were proposed last year. Among the principal changes sought by the Pennsylvania Public Transportation Association, which represents SEPTA and the other agencies, are dedication of an additional 3.2184 percent of the sales tax to transit (\$262 million in the coming year) and to fund "state of good repair" capital projects. SEPTA last month held a series of six public hearings in Philadelphia and the four suburban county seats, at which speakers were virtually unanimous in their support for an increase in funding sufficient to close the impending budget gap and avoid future deficits. Some peripheral suggestions were made, such as offering "naming rights" for SEPTA buildings and vehicles (a la Citizens Bank Park), but the problem obviously requires favorable action in Harrisburg. It is believed that the best timing for the Legislature to act will be during the "lame-duck" session after the November elections. Until that time, SEPTA officials indicate that they will continue normal service, hoping that favorable legislation will be enacted. Any proposals for fare hikes or service cuts would require additional public hearings in the fall.

It appears that highway and mass transit interests will have to make do with the current level of Federal funding for a while longer. In spite of tremendous pressure to increase transportation spending, a deadlock between Congress and the Bush Administration has lengthened the odds for a new bill in this election year (see May *Cinders*). The present TEA-21 law, which was to expire last September, has been extended to June 30 and likely will be further extended to 2005. Another contentious issue is that of "donor states," which complain that they contribute more to the Transportation Trust Fund through gas taxes than they receive in benefits. Lawmakers from these states want a guarantee that the new law will return at least 95 percent of their gas tax revenues for highway and transit projects within their borders. This would hurt Pennsylvania, because it receives more in funding that it pays into the trust fund.....SEPTA's accumulated deficit for the first ten months of Fiscal Year 2004, through the end of April, stood at \$1.6 million, but it is expected that the year will end with a balanced budget.

SEPTA's capital budget for FY 2005 totals \$427 million, a \$31-million reduction from the current fiscal year. The proposed budget is broken down as follows: 38.7 percent for normal replacement, 33.9 percent for state of good repair projects, 15.3 percent for system improvements and 12.1 percent for system expansion. The largest individual items are \$60 million for Regional Rail car acquisition, \$48 million for the continuing Market Street el reconstruction program, \$47 million for vehicle overhauls, \$36 million for bus purchases, \$33 million for infrastructure renewal and \$31.3 million for New Starts initiatives such as Schuylkill Valley Metro and the Route 100 extension to King of Prussia. In addition to the \$427-million budget there is \$31.2 million in Federal funding for preventive maintenance. The four-year capital program for 2005-2008 totals \$1.88 billion.

As reported in this space last month, SEPTA plans to begin rail service on the rehabilitated Route 15 Girard Avenue light rail line on June 13. Kawasaki cars and buses will fill in until additional PCC-II cars are received.....City Councilman James F. Kenney has convinced the Council to hold hearings on his proposal to extend the Broad Street subway southward from its present terminus at Patison Avenue to the Philadelphia Naval Business Center. That project would cost an estimated \$1 billion and open the possibility that the line someday could be extended

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PHILADELPHIA EXPRESS (Continued from Page 4)

through a tunnel under the Delaware River to a point in South Jersey.....SEPTA crews have renewed some track in the Route 10 loop at 63rd & Malvern, and will install a new shelter, benches, signage and textured concrete surface. The loop will be made accessible to disabled bus passengers, although the Kawasaki cars are not accessible.....SEPTA formally dedicated the main building at the new Frankford Transportation Center on May 22. The center was opened to el and bus passengers last August.

Construction has begun on a project to make the Market-Frankford subway station at 13th Street in center city fully accessible to disabled passengers, and similar work is underway at the Walnut-Locust station on the Broad Street subway. This is part of a \$113-million multi-year program to provide accessible facilities at 42 key railroad and rail transit stations. All new railcars and buses also will have accessible features. In addition, new buses will come equipped with bike racks and by the end of this year more than 500 buses will have front-end racks. A program has been started to retrofit some of the older buses and by the end of 2006 it is expected that the entire 1,300-vehicle bus fleet will be equipped with bike racks.....SEPTA will purchase a jet snow-throwing machine, to be used to clear snow on the Market-Frankford Line, Broad Street Line and Norristown High-Speed Line.....A handsome new transit map of the Greater Philadelphia region has been published by Steve Spindler Cartography. For information, visit the website www.phillymap.com.

SEPTA is budgeting \$30 million in Fiscal Year 2006 for a fleet of new trackless trolleys, but this depends on a favorable recommendation to the board. The staff's report is due by June 30.....SEPTA says that its revenue from vehicle and station advertising in the upcoming year will fall dramatically, from \$13.5 million to \$4.5 million. This is because the outdoor advertising business is now dominated by one company: media giant Viacom. NJ TRANSIT, however, is faring somewhat better (see item below).....Broad Street subway ridership to Phillies baseball games at the new Citizens Bank Park in South Philadelphia is up dramatically this year, averaging 3,600 per game during the first month of the season. This is a 46-percent increase over last season, and if it continues will help SEPTA reach its goal of a 12-percent market share..... As a security measure, the New York City Transit Authority is proposing to ban all unauthorized photography on its property, but Mayor Michael Bloomberg said the proposal was ill-advised and would affect mostly tourists.



AMTRAK

With everyone in the transportation business nervous about possible terrorism, AMTRAK has stepped up its own security efforts. A newly-created position, vice president of security, will pull together all aspects of personal and property protection including police activities, employee background checks, security awareness programs and cyber-security. Named to the position was James F. McDonnell, formerly with the Office of Infrastructure Protection in the Department of Homeland

Security. He reports to Senior VP of Operations William Crosbie (NARP).....The Transportation Security Administration has completed a 30-day test of passenger and baggage screening at the New Carrollton (MD) station, served by AMTRAK and MARC. The purpose of the test was to determine the effectiveness of new equipment designed to detect the presence of explosive materials. Unlike the screening process at airports, metal detectors were not used. Another purpose of the test was to determine if effective screening could be carried on without seriously disrupting the heavy flow of passengers during rush hours.....On May 20 AMTRAK received a telephone bomb threat, and two Acela Expresses were stopped while police searched the trains. One was train #2175 which was held at "Zoo" in Philadelphia (also delaying a SEPTA R7 train bound for Trenton and an R8 train to Chestnut Hill West). The other Acela was stopped near BWI Airport station south of Baltimore. No explosives were found in either train.

AMTRAK will replace its remaining 40-year-old GP7 and GP9 switchers. It has ordered ten MP15B locomotives valued at \$12 million from MotivePower, Inc. of Boise, ID, a subsidiary of Pittsburgh-based Wabtec, Inc. The 1,500-hp units will feature low-profile cabs and meet the latest government emissions standards. They are to be assigned to the Northeast Corridor, including Race Street terminal in Philadelphia (*Trains*).....To illustrate the shortage of switchers, AMTRAK's ballast trains in the Philadelphia area have been spotted running with a road-haul P42 diesel on the head end and a P40 on the rear.....AMTRAK's Silver Service trains and the **Crescent** no longer are changing locomotives in Philadelphia, but have reverted to the former practice of swapping power at Washington Union Station. Evidently, this is intended to save fuel by turning back the diesels at Washington, which in recent years was done only in the case of trains #97-98 **Silver Meteor**..... The combined **Star** and **Meteor** will continue to operate as a single 16-car train through June 23. It departs 30th Street southbound at 11:40 AM, usually behind two AEM-7 electrics.

Fifty-five business, trade and tourism groups from the Northeast have formed an AMTRAK Business Council. Among its goals: "To preserve and improve the Amtrak passenger rail services that make communities along the Northeast Corridor a better place to live, work and do business... To insure that Federal funding for rail improvements is available as a viable and cost-effective part of the solution to transportation congestion" (NARP)....."Airline bailout fails to do the job, some experts contend," was the headline of a New York *Times* article on May 14 concerning the billions of dollars in Federal assistance given to U.S. airlines after the 2001 terrorist attacks. "Instead of tiding otherwise sound airlines over until depressed air traffic could pick up again," the article said, "the program has been used as a life-support system for weak airlines that were struggling before September 11 and are still struggling".....AMTRAK is sponsoring a contest to choose a photo for its 2005 wall calendar. Entries should show an Amtrak train displaying the current emblem and be in 8x10-inch format (no digital images will be accepted). The winner will receive a \$1,000 travel voucher. For further information, visit Amtrak's website www.amtrak.com. It's interesting to note that Amtrak is encouraging people to take pictures of its trains (from a safe distance, of course) while some law enforcement agencies are treating photographers with great suspicion (NARP).

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PHILADELPHIA EXPRESS (Continued from Page 5)

CSX is planning to lease a 192-mile segment of its ex-Chesapeake & Ohio mainline between Richmond and Clifton Forge, VA to shortline operator BUCKINGHAM BRANCH RAILROAD. AMTRAK's Cardinal operates tri-weekly over 124 miles of this line, including the 17-mile branch between Orange and Gordonsville, VA. Track conditions on parts of the route are somewhat questionable, according to press reports (NARP).....AMTRAK this year plans to begin the heavy overhaul of the F59 diesels used on West Coast routes, as well as the earliest Superliner I sleeping cars. Wilmington shop is starting the first light overhauls of the new high-horsepower HHP-8 electric locomotives, and continues heavy overhauls on its 25-year-old workhorse AEM-7 electrics (NARP).....AMTRAK has thrown a monkey wrench into the plan to convert New York's landmark Farley Post Office building into the new Penn Station. The railroad has served notice that, contrary to an earlier agreement, it will pay no rent on the building ("We own Pennsylvania Station and we pay no rent," said an Amtrak spokesman). Amtrak also said that if it does stay involved in the project it will move only parts of its operation to the new building, and not transfer all of its ticketing and waiting areas from the present station (*Trains*).

Bombardier Corp. has announced that it intends to permanently close its Barre (VT) railcar assembly plant. The plant has been idle since late 2002 when it completed the final Acela Express trainsets for AMTRAK. After the facility opened in 1981 it assembled Amtrak's Superliner II cars (1993-1996) and Horizon cars (1989-1990), as well as hundreds of commuter and heavy-rail transit cars. Bombardier also plans to cut its worldwide rail operations workforce by 6,600 positions and will close seven of its manufacturing plants in five European countries (NARP, *Traffic World*).....Elizabethtown (PA) officials have been battling AMTRAK for at least two years, in an effort to renovate the borough's classic station on the Harrisburg line. They have raised the funds—even replacing Amtrak's share which was withdrawn—but the railroad refuses to review the designer's plans until someone other than Amtrak takes responsibility for any errors that may occur (Harrisburg Chapter)This month, AMTRAK will begin refurbishing the first-class lounge in Chicago's Union Station, so a temporary facility is planned off the former main waiting room known as the Great Hall (NARP)Through Boston-Chicago cars on trains 48-49 Lake Shore Limited were reinstated early last month (see May *Cinders*).....To help meet peak-period demand, AMTRAK is now selling space to the public in Superliner transition-dorm sleeping cars, as was planned when many of the cars were designed and built. Listed as Rooms 17-24, the space is already being sold on the Texas Eagle and City of New Orleans, and will begin this summer on the Capitol Limited and California Zephyr (NARP).

NJ TRANSIT's River Line plans to increase its peak-hour service from half-hourly to every 15 minutes, effective June 14. The improved headways will be in effect 6-9 AM and 4-8 PM weekdays and require use of 14 of the 20 cars.....The *Inquirer* on May 10 reported that some residents in towns along the River Line, such as Palmyra and Riverton, are complaining that the cars' horns are too loud. But the operation is subject to Federal Railroad Administration rules, which state that the horns must sound at a minimum of 96 decibels or a maximum of 114 decibels at all grade crossings. There are 52 public crossings in the line's 34 miles, although operators are allowed to sound only the bells as the cars move slowly over street-running sections in Camden and Burlington.....NJ TRANSIT has signed an advertising contract with Manhattan-based Titan Outdoor, which will pay NJT \$29.6 million over the next five years. This makes Titan the exclusive agent for selling ads in or on NJT's 2,100 buses, 845 railcars, 106 light rail cars and 2,100 station poster spaces. The contract was formerly held by Viacom Outdoor, which has offered SEPTA a less lucrative contract as mentioned earlier in this column (*Trains*).

NJT's board has approved a \$45-million project funded mainly by the State of New Jersey and City of Trenton, which will triple the size of the NJT-owned Trenton station to almost 37,000 square feet over the next two years. "For so long this station looked like a Roy Rogers that had a train station," said Trenton Mayor Douglas Palmer. "Now we're going to have a train station that looks like a train station and has all the amenities that the state capital should have." The revamped station will have larger waiting areas, a mezzanine level providing office and community space, improved heating and air conditioning and about 10,000 square feet of retail space. The station now serves about 4,700 daily NJT rail commuters, 1,650 AMTRAK passengers and 800 NJT bus passengers. The new River Line light rail terminal is just across Clinton Avenue from the station (*Trains, Railpace*)NJT is experiencing numerous problems with its new Comet V cars, such as leaky windows, restrooms which do not work and faulty electronic message screens. NJT says it still has a list of 60 "modifications" that need to be done. NJT is paying the builder, Alstom, \$207 million for 200 of the non-powered coaches (Jersey Central Chapter).

NORFOLK SOUTHERN is almost ready to place its rebuilt Enola hump yard in service near Harrisburg, after almost two years of work to reconfigure the ex-Pennsy, ex-CONRAIL yard and install electronically-controlled car retarders.....NS and CSX have asked the Surface Transportation Board to end its five-year oversight role of their purchase of CONRAIL, which the STB imposed when the takeover took effect on June 1, 1999. The requirement was to insure that the split-up of Conrail fostered competition and did not harm shippers. The oversight period ended this June 1 but the STB has the option of extending it, which the State of Pennsylvania, some shortlines and a group of customers in the so-called Conrail Shared Assets areas have urged it to do (*Trains*).....NORFOLK SOUTHERN'S exhibit car will be in Altoona June 11-13 during Railroaders Appreciation Days and in Strasburg September 18-26 while Thomas the Tank Engine is running on the STRASBURG RAIL ROADThe Ringling Bros. and Barnum & Bailey Blue Unit circus train continues its tour of our area. Following its visit to Philadelphia in April (see May *Cinders*), the circus played in Atlantic City April 28-May 5, then after a trip to New England and New York State it returned to Hershey May 26-31 and was scheduled to go to Trenton for shows June 3-6 and Wilkes-Barre June 9-13 before heading out west. The train moved over both NS and CSX lines. (Continued on Page 7)



CSX
NS
OTHER ROADS

PHILADELPHIA EXPRESS

(Continued from Page 6)

CSX has developed a new operating plan for its merchandise and multi-level automobile traffic, using computer models but relying heavily on input from supervisors in the field. Dubbed the "ONE Plan," it is intended to identify the most efficient and cost-effective routes for this traffic, with a consequent improvement in service. Phase 1 of the plan—seemingly the brainchild of new Executive Vice President & Chief Operating Officer Tony Ingram, will be implemented next month (*Bull Sheet*).....CSX has announced that it will convert several of its trains and intermodal terminals—including South Philadelphia and Kearny, NJ—to containers only. Certain other terminals will be designated for wheels-on trailers only. CSX said that the changes are designed to simplify operations and improve on-time performance.....Schuylkill River Park in Philadelphia is now officially open, reclaimed from a once-trashy strip of land along the east bank of the river from near the Art Museum to Locust Street. But the City and local residents are still fighting with CSX to allow pedestrian grade crossings over its ex-B&O tracks which separate the park from nearby streets. CSX is resisting this because of the liability issue. As it stands, the only legal access for walkers and bikers is via ramps leading from the Chestnut Street and Walnut Street bridges to the park pathway.....CSX is among the railroads either operating or planning to operate remote control locomotives in yard service. The FRA has issued a report demonstrating that their use in and around yards significantly improves safety—as the railroads have long claimed. In a nearly year-long study, the agency found that the employess injury rate was 57 percent lower with remote control units than with conventional switching operations, and the train accident rate was 13.5 percent lower (*Traffic World*).

The BELVIDERE & DELAWARE RIVER began its weekend steam excursion program out of Phillipsburg, NJ on schedule May 1. Motive power is SUSQUEHANNA's Chinese-built 2-8-2 #142. See last month's *Cinders* for details..... Meanwhile, sister road BLACK RIVER & WESTERN is celebrating its 40th year of operation as a tourist and freight-hauling railroad over ex-Pennsy and Jersey Central branches between Lambertville, Ringoes, Flemington and Three Bridges, NJ.....EAST PENN RAILWAY ran three days of excursions last month over the old Reading line between Perkasio and Quakertown, sponsored by the two boroughs and DVARP (see May *Cinders*). The train consisted of EPRY's ex-CONRAIL B23-7 #3153 hauling a boxcar and borrowed NEW HOPE & IVYLAND (ex-LONG ISLAND) coaches #2834, 2817 and 2816. The preview trip on May 13 ran late because of an air-conditioning failure in the coaches.....*Trains* reports that Steamtown will run some steam excursions this season, after earlier threatening to shut down the popular program due to insurance concerns. Trips to Tobyhanna and Carbondale were to be scheduled beginning on Memorial Day weekend. Congressman Paul Kanjorski participated in the meeting last month between Steamtown and local railroad officials, which cleared the way for the excursions. See Steamtown's website www.nps.gov/stea.

In 2003 intermodal finally surpassed coal as the biggest revenue generator for U.S. railroads, producing about 22 percent of the revenue on Class I carriers versus 20.5 percent for coal. Intermodal—the handling of containers and trailers on flatcars—has been the fastest-growing segment of rail traffic for several years..... Like truckers, the railroads are suffering from higher fuel prices, but have already seen some diversion of traffic

from the highway due to surging fuel prices for the less-efficient trucks and new hours-of-service rules. This will add momentum to the increases in rail intermodal traffic (see above). UNION PACIFIC is the nation's largest consumer of diesel fuel, just ahead of the U.S. Navy, purchasing 1.3 billion gallons each year. But in spite of some fuel-escalation clauses in its contracts, a rail industry analyst says that UP will see its net income decline by three or four percent this year due to higher fuel costs.

U.S. DOT has begun issuing a monthly report entitled the Transportation Services Index (TSI), which may prove to be a valuable tool in gauging current and future economic activity. TSI is made up of eight components ranging from trucking tonnage to mass-transit ridership to petroleum pipeline volumes. Its creator, a college professor named Kajal Lahiri, says the index is a good measure of "how the blood is flowing" through the nation's economy (*Business Week*).....Allan Rutter will step down this month as Federal railroad administrator to become executive director of the North Texas Tollway Authority. Rutter was nominated by President Bush to the FRA job in May 2001. He will be succeeded by Deputy Administrator Betty Monro who becomes acting administrator (*Traffic World*).....The Association of American Railroads is now offering free enrollment in its "RailFan Club." For information, go to the website www.railfanclub.org.....The former Gettysburg Scenic Railway has reopened this season as the Pioneer Lines Scenic Railway, after major renovations to the train and the historic ex-Reading depot in Gettysburg (Harrisburg Chapter).....The little STEWARTSTOWN RAILROAD may have made its last run, following the slow-speed derailment of an "Easter Bunny Express" excursion April 10 on an iron bridge about two miles west of Stewartstown, PA. Rotting ties and ancient rail joints were blamed for the mishap, but fortunately no passengers were injured (Harrisburg Chapter).

Mrs. Amelie Vauclain Tatnall

The officers of Philadelphia Chapter extend our condolences to National Director and *Cinders* Columnist Frank Tatnall and his wife, Mary, on the passing of his mother, Amelie V. Tatnall, on Sunday, May 23, 2004. She was 97. Mrs. Tatnall had been hospitalized in Chestnut Hill Hospital during a short period of declining health.

Well-known to many Philadelphia Chapter members for her efficient handling of telephone calls to Frank, it was revealed following her memorial service, held on May 26 at The Christ Church in Ithan, that, during the period of the famed Reading Iron Horse Rambles of the early 1960's, Mrs. Tatnall could be found rising early to cook a pancake breakfast for a half-dozen excursion chasers!

Those of us who were fortunate enough to have known Mrs. Tatnall will long remember the smiling face and cheery greeting always extended to each of us.

No Cinders in July

As is our normal custom, there will be no issue of *Cinders* published during the month of July.

The next issue of *Cinders* should be mailed about August 9. Deadline for material for the August issue of our newsletter is Sunday, July 25, 2004.

Please have a safe summer as you record rail history.

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



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

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

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

JUNE 27: "Connecticut Boat Train" over Providence & Worcester Railroad will be sponsored by Mystic Valley Railway Society. Train travels through the Tafts Tunnel-America's oldest, to connect with the MV Seapony at Norwich, CT to cruise the Thames River. Special train features reserved seat coaches, snack car and extra-fare observation car. Train leaves 75 Hammond Street, downtown Worcester, MA at 10 AM, returns 6 PM. Fare: \$45 per person. Order tickets from Mystic Valley Railway Society, P. O. Box 365486, Hyde Park, MA 02136-0009. Additional information by telephoning 617-361-4445 or visiting website: www.mysticvalleyr.org.

JUNE 28: West Jersey Chapter, NRHS regular membership meeting in second floor auditorium of Haddonfield Borough Hall, 242 Kings Highway East, Haddonfield, NJ (about two block east of Haddonfield PATCO station, 7:30 PM. Featured speaker will be Bennett Levin of Juniata Terminal Company. Philadelphia Chapter members are invited to attend. For program information, check website www.nelliebly.com/westjersey/.

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

JULY 24: Annual "Rail to the Fair" excursion from Philadelphia and Wilmington to the Delaware State Fair at Harrington, DE, sponsored by Delaware Transit Corp. Special Amtrak train will leave 30th Street Station at 9:10 AM, Claymont 9:31, Wilmington 9:44, Newark 10:08, then travel via Norfolk Southern's freight-only Delmarva secondary track, arriving Harrington at 12:23 PM. A rare-mileage round-trip to Frankford, DE and return will be made during the five-hour layover at Harrington. Returning, the train leaves Harrington at 5:40 PM, arriving Newark 7:35 PM, Wilmington 8:04, Claymont 8:14 and 30th Street 8:38 PM. Round-trip fares: Philadelphia-Harrington \$47.50 adults, \$31 children (9 and under), including admission to the fair. Fares from other stations are lower. Philadelphia-Frankford \$67.50 adults, \$43 children. For the Harrington-Frankford leg only, fares are \$22.50 adults, \$12 children. Order tickets from: Rail to the Fair, c/o Delaware Transit Corp., 400 South Madison Street, Wilmington, DE 19801-5114, making checks payable to "Delaware Transit Corp." Credit cards are also accepted. For further information and telephone orders, call 800-652-DART.

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

SEPTA Transit Museum Store Offers NRHS Members Discount on Merchandise

The SEPTA Transit Museum Store, located in the lobby of the SEPTA headquarters building at 1234 Market Street, is offering NRHS members a ten percent discount on merchandise purchased in the store. The discount does not apply to SEPTA fare instruments such as passes, tokens, etc.

The SEPTA Store offers a whole wide variety of items of interest to members, including books, videotapes, apparel items, equipment models. The Museum Store has recently stocked the *Triumph*-series books on the Pennsylvania Railroad, published by Barnard, Roberts & Co. of Baltimore.

The discount is the same as is offered SEPTA passholders and members of other groups. The SEPTA Transit Museum Store is open from 9:30-5 Monday through Friday and from 10 to 3 on Saturday. Stop in and show your NRHS membership card.

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)

Happy 75th Anniversary!! Amtrak's **Empire Builder**, the ex-Great Northern Railway fleet leader, is celebrating this milestone on June 11, 2004. There will be commemorative activities throughout the month of June. The train is featured on the cover of the current Amtrak system timetable (*Arrive Magazine*).....A recent Amtrak survey shows over-the-road Amtrak train performance on the major host railroads for March 2004. The survey used a result shown in "minutes of delay" (MOD) per 1000 train-miles operated, with the lower the number, the better the performance. BNSF was hands-down the best operator of Amtrak trains with a 53.8 MOD, even beating out Amtrak's 76.8 on its own lines. The recently-stumbling Union Pacific had a poor showing of 136.5 MOD, almost as bad as bottom-feeder CSXT at 136.9 MOD (*Bull Sheet-Transfer Table*).....Scanning Amtrak? A comprehensive list of radio frequencies used by Amtrak operating crews are listed on the following website: www.on-track-on-line.com/amtrak-freqs.shtml>.

On May 11, 1987, thousands of people flocked to West Chester (PA) to see P. T. Barnum's "Greatest Show on Earth". Prior to the big day four advertising railroad cars arrived and were pulled into the Gay Street depot loaded with 300 performers, tents and trained animals. After the one-day stand, the circus left town at 1:00 AM headed for Delaware (*Daily Local News*).....There were so many ground hogs in Lancaster County that the narrow-gauge Peach Bottom Railroad had an officer called the "ground hog inspector". The hogs had burrowed the railroad so well that a man had to be appointed to maintain constant lookout along the line to prevent derailments caused by unstable track. We were told that he found one burrow so big that the 3-foot-gauge "Peachy" train could run right through it. This story comes from the railroad's traveling man and might be a little "tall", but imagine what the ground hog inspector's railroad pass might be worth today!! (*Railroad World Magazine*, 1891).....Rail Improvements Department: The Reading and Lancaster gas electric car, which made the 42-mile run in 95 minutes, has been eliminated. In its place the Reading Company now offers a four-hour mixed train! (*NRHS Bulletin*, 1947).

The U. S. Government has allocated \$500 million to repair war damage to the Iraqi rail network. The money will be used to install a communications-based train control system and for the purchase of locomotives and freight cars. Hopefully, the locomotives might be built in the US at Erie, PA? (*International Railway Journal*).....Light rail is not the rage everywhere. Due to cost concerns, an Israeli light rail project in Haifa will be replaced by a guided bus system. A project official said the bus system (trolley coach on a concrete guideway) is much cheaper than rail and does not require building a new infrastructure. Three lines will be built at a cost of \$223 million versus a light rail system costing \$1.1 billion (*Metro Magazine*).....The European Union seeks a lifeline for troubled industrial giant Alstom, to avoid bankruptcy. We know Alstom for its rail products including France's TGV high-speed trainsets. It employs 110,000 workers, with 26,000 in France. Last summer France plowed \$2.4 billion (US) into the company and has now offered another \$2.6 billion in loan guarantees. Nothing has been mentioned about corporate cost reductions (*New York Times*).

The Reading Anthracite Company has recently shipped anthracite coal in RBMN hoppers to Nucor Steel in Norfolk, Nebraska via RBMN-NS Chicago-UP. Why anthracite to a steel mill? A confidant of Roy's believes that the coal will be used as an additive to increase the carbon content of Nucor's steel, which is made from scrap (*Camera-Rail*).....Malvern's Worthington Steel Mill (formerly served from the Reading's Chester Valley Branch and later from the Trenton Cut-Off) is being torn down. At one time there were 1,400 workers there and the mill often received as many as 20 carloads of inbound coil steel per week. In the finest American tradition, the site is being converted to "Whitebrooke Hills", an upscale retail town center with office buildings, eateries, apartments and condominiums (*Daily Local News*).....There have been at least two coal trains loaded on Norfolk Southern (ex-Conrail) at Shade Creek, PA, routed via Cincinnati-Birmingham-New Orleans, BNSF to Eagle Pass, TX then Ferro-Mex to a power plant in Ciudad Frontera, Mexico. Arch Coal's mine in Arco, CO (ex-D&RGW) has shipped at least four Union Pacific coal trains via Moffat Tunnel-Chicago, then CSXT to Dominion Terminal Association at Newport News, VA. From Dominion the coal is transloaded to ship/barge for movement up the Atlantic coast for utility consumption (*CTC Board*).

Philadelphia Chapter, NRHS, in its official publication *Cinders*, edited by Henry Dickinson and Jim Myers, announced the acquisition of a meeting room through the cooperation of the Baltimore & Ohio Railroad at the station building at 24th & Chestnut Streets (*NRHS Bulletin*, 1947).....A. J. Cassatt, turn-of-the-century president of the Pennsylvania Railroad and lesser-known brother of famed artist Mary Cassatt, was responsible for Lower Merion Township's distinctive green and yellow street signs that you see today. They are expected to be replaced in the year 2007 (*The Dorr Post*, PRRT&HS).....The May issue of *Smithsonian Magazine* reports that 160 years ago Samuel Morse transmitted the first message across the telegraph line (T-mail?) from Washington, DC to Baltimore (May 24, 1844) keying "what hath God wrought"? What the magazine failed to note is that the line was strung along the right-of-way of Baltimore & Ohio's Washington branch for its entire distance.....The Jackson & Woodin Car Company of Berwick, PA (1861) was sold to the American Car & Foundry Company in 1899. ACF built the first all-steel passenger cars there in 1904 for the Long Island Rail Road and Manhattan's IRT subway. Sometime after that, it became the largest railcar manufacturing plant in the United States. For any number of years it produced over 100 freight cars per day and often more than 30,000 per year (*Railroads of Pennsylvania* 0 Thomas T. Taber III).

Penn Central Flashback!! Earlier this year, CSXT's Selkirk yard dispatched two intermodal trains (each with hot United Parcel Service blocks), one for Boston and the other for North Bergen, NJ. After the trains were making good time getting over the road it was discovered that the New York/New Jersey block was headed for Beantown and (you guessed it!) the New England block was routed south! Both trains were run back to Selkirk to sort out the mess (*CTC Board Magazine*).....How the Mighty Have Fallen Department: the *Private Passenger Car Annual* from 1980 lists all known private passenger cars in existence, regardless of their service. Included are two ex-Frisco "dining room" cars in St. Louis, MO, being used as a "go-go lounge across from the Greyhound terminal!.....You may have heard about Train Fest 2004, the rail extravaganza scheduled to take place in Dennison,

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

(Continued from Page 9)

OH at the end of July, with all kinds of rail events and with historic and modern equipment on display and in operation. One of the featured passenger cars is described as a 1920's "Pullman diner-sleeper" which brings to mind some genteel dining from the past, until you read that the car's name is **White Castle** (buy 'em by the sack!!) - (*Highball*).

New York City leads in commuters who use public transportation (55 percent of some 1.9 million workers commute by public transportation). Philadelphia and Chicago both come in at 27% with Los Angeles last at only 12%. Overall, only five percent of U. S. workers use public transportation to get to and from their place of business (*Metro Magazine*).....Every day, thousands of commuters in the subway below Manhattan's Church and Vesey Streets pour through an actual vestige of the former World Trade Center. In a far corner of the PATH station is a concourse, 66 feet long and 32 feet wide with its original pitted travertine marble and original overhead signs with green train icon and subway route numbers. The Port Authority of NY and NJ deliberately left this portal alone when it reconstructed the PATH station. There is also a plaque reading that the area is part of the surviving structure of the WTC (*New York Times*).....Maybe you have noticed that Sperry Rail Service has been replacing its classic ex-railroad gas electric railflaw detector cars with modern hi-rail tracks that, for one thing, don't tie up a rail line like the other rail-only cars. The good news, however, is that Sperry Rail Group has donated SRS railcar #135 to the Danbury (CT) Rail Museum (*Railyard Local*).

As of May 17, the big Dow Component railroads are yielding the following on their shares: Union Pacific-2.09%; BNSF-1.82%; NS-1.34%; and CSX-1.29% (*Wall Street Journal*).....The "fabulous" Las Vegas monorail has run into a number of glitches and has been delayed in opening from its original date of January 20, 2004 to who knows when! Bombardier Transportation and partner Granite Construction of Watsonville, CA are eating about \$85,000 per day in penalties (*USA Today*).....Back in March, a Lake Wales, FL teenager tried to cross CSXT (not at a grade crossing) with an almost-new Massey-Ferguson farm tractor and got hung up on the tracks. A freight train struck the tractor and the resulting mess closed the railroad overnight. The teen was not hurt, but obviously was (already) brain dead (*Cincinnati Railroad Club*).....Crews worked to clear the line in Hartley, TX after a May 12 tornado sent 15 empty hopper cars and two BNSF locomotives off the tracks. One of the cars ended up about 400 feet away on US Highway 385 (KXAN-TV, Austin, TX).....Old Vaudeville Bit: Traveler: "I need to get to Chicago in the worst way". Redcap: "Have you tried the Erie Lackawanna?".....Need a tugboat? In 1953, the diesel tug "Bumble Bee" (Transfer #24) was delivered to the New York, New Haven & Hartford Railroad. It spent its NH-PC life working in New York Harbor. After many years (and six name changes) the 400-ton tug is at Eastern Towboat Company in Boston, available for \$60,000 (*Mass May RRE Callboy*).

**Reading FP7's to Strasburg, Pennsylvania
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Details in August Cinders**

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