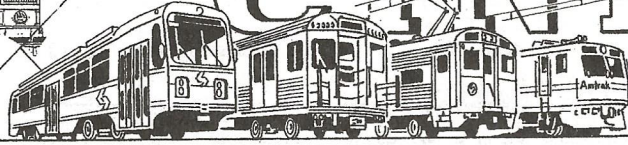




CINDERS



NOVEMBER 2004

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Volume 65

Number 10

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

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

MEETING NOTICE:

FRIDAY EVENING, NOVEMBER 19, 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 November, 2004 meeting will be held on
 Friday evening, November 19, 2004 at 7:30 PM in the Faculty
 Club, Thomas Jefferson Alumni Hall, 1020 Locust Street,
 downtown. The program will be a member participation slide
 show. Simply pick 25 slides dealing with a subject, organize them
 and bring them to be screened for the members. You are asked to
 call Editor Larry Eastwood at 215-947-5769 and leave a message
 indicating your name and the subject of your mini-program.

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, NOVEMBER 16, 2004 to Dinner
 Chairman Bill Gardiner at 215-632-7016.** The menu will feature
 a tossed garden salad, entrée choice of **Chicken Marco Polo** or
Blackened Salmon with citrus sauce, grilled winter vegetables
 and chocolate cake for dessert. 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 December 10 meeting will hopefully feature a vintage film
 program. Our January 21, 2005 program will feature our Annual
 Railroadiana Auction, and the February program the Annual Ray
 Muller Slide Contest. Meanwhile, bring a mini-program of your
 choosing for our November 19 meeting.

NOTICE TO PHILADELPHIA CHAPTER MEMBERS

Please note that the dues amount on your 2005 dues bill is **INCORRECT**. For those who are regular members, the total amount due is **\$35.00**, and **NOT \$36.00**. For those who are regular members with a family member, the correct amount is **\$39.00** and **NOT \$40.00**. Please remember this when remitting your dues for 2005.

RICHARD D. COPELAND
 Treasurer

2005 Dues Bills In the Mail

Chapter members should be receiving their 2005 NRHS and Philadelphia Chapter dues bills concurrently with this issue of *Cinders*, according to Chapter Treasurer Rich Copeland. Dues bills were prepared and packed by NRHS Membership Records in order of chapter rank. Since Philadelphia Chapter is the largest in NRHS, with more than 450 members, our bills were produced and hand-delivered to Editor Larry Eastwood in Scranton on Thursday, October 28, thanks to Leatherstocking Chapter President Bruce Hodges. Both were attending a RailCamp meeting at Steamtown.

Treasurer Copeland reminds members that the correct dues amount for a regular member is \$35.00 for 2005 (\$20.00 National and \$15.00 Chapter), and \$39.00 for a regular member and family member (\$23.00 National and \$16.00 Chapter). Due to an error in the data assembly process, our dues rate was submitted as being \$1.00 higher than what it is.

A new item in the renewal package this year is a membership application to get a friend to join NRHS and Philadelphia Chapter. You are urged to carry the application with you and give it to a member trackside or at a train show – let them know about NRHS and our Philadelphia Chapter.

As is our normal custom, members are encouraged to provide financial support to both NRHS and Philadelphia Chapter above and beyond the normal dues level, to the extent they are able.

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.

Synopsis of the NRHS Board of Directors Meeting

The NRHS Board of Directors met in Utica, New York on October 24, 2004, hosted by the Utica & Mohawk Valley Chapter. Here are some highlights.

Elections were conducted for 2005. All incumbent national officers and regional vice presidents were re-elected to their current positions.

Senior Vice President Larry Eastwood reported that the 2004 **RailCamp** program was held at Steamtown in July. We hosted a full complement of 24 high-school-age campers, and the program operated smoothly. Because of higher pass-through charges from the National Park Service, the cost to attend RailCamp must be increased to \$825 per camper (\$725 if paid before April), an increase of \$75 over this year's rates, but scholarships and sponsorships will continue to be available. The 2005 RailCamp will be held July 17-23.

Mr. Eastwood and Media Services Director Mitch Dakelman reported that the Society has received large and important **film collections** of both motion and still railroad photography. The collections have been moved to Philadelphia and we are beginning the major tasks of cataloging and restoring them so they can be made available for publication and viewing. General Counsel John Fiorilla reported that all parties involved have indicated agreement with plans to assure the future of the **Alco Historic Photos** collection. AHP manager Ed Fernau thanked the Society for their leadership on this project and reported that Alco Historic Photos continues to stay open for business during the transition.

Bulletin No. 5 for 2003 has been distributed, completing the 2003 Bulletin year. The unexpected closure of a key Bulletin supplier earlier this year, the need to develop a replacement, and internal staffing constraints have continued to delay the 2004 Bulletins. The first four issues of 2004 are currently in production, however, and should be distributed in December and January.

Membership Records Director Mike Bettiol reported that dues bills were in production, and distribution to chapters will begin the week following the meeting. Although we missed the October 1 target date, the bills will be out several weeks earlier than last year. The design of the bills and membership cards has been improved since last year. Renewal packages to chapters will include all of the promised reports and forms, also in improved formats.

The **2005 budget** was approved as presented. President Molloy reported that the Society will review several programs this winter to determine how we can overcome continuing schedule problems and specialized technology needs. This may require more reliance on purchased services in the future, and that may significantly impact our cost structure.

The Society is also conducting a thorough review of the **NRHS Bylaws** with the intention of achieving better alignment to our current business practices, providing flexibility for the future, and removing unnecessary restrictions on both chapters and the national organization.

In addition to being an operational success, the **2004 NRHS Convention** in Minneapolis was a financial success for both the host Northstar Chapter and the Society.

Pre-registration remains open through January 31 for the **2005 NRHS Convention** in Portland, Oregon, hosted by Pacific Northwest Chapter. Forms are available through the national office and the convention website at www.nrhs2005.com.

The **2006 NRHS Convention** will be held in New Philadelphia, Ohio during the week of July 17-23 and sponsored by the national organization. Several events are planned on the Ohio Central Railroad, and other area attractions will be included as well.

The Society is still seeking sponsors and locations for conventions in 2007 and beyond.

Senior Vice President Eastwood also announced that he was seeking volunteers to assist in data input in the National office for the recent 9,000 negative collection the Society has received.

PHILADELPHIA



FRANK G. TATNALL, JR.

SEPTA
REGIONAL
RAIL



SEPTA's annual slippery rail campaign began last month, as the Railroad Division fielded two trains to spray anti-skid gel on the railheads. One train is headed by BL15 #50 and the other is usually powered by RL1 #61, dispensing the gel on the oily residue left by fallen leaves. These trains, based at Wayne Electric yard, work during the late-night hours primarily on the ex-Reading side of the system. A new venture this year is the "super-washer" which blasts water on the rails at 10,000 pounds per square inch in an effort to remove the leaf residue. Often powered by BL15 #51, the washer is mounted on a flatcar which is accompanied by a former Corn Products tank car containing the water supply. It normally works the Paoli-Thorndale and Media-Elwyn lines. In 2003 SEPTA's fall leaf campaign reduced the number of train delays caused by slippery rails to 1,589, from 2,351 the previous year..... Demolition of the abandoned carshop at Paoli started last month, as the \$10-million Superfund cleanup of the old Paoli yard appears to be nearing completion. The shop building was opened by the Pennsy in 1915 to support its newly-electrified Paoli commuter service, and closed by SEPTA in 1985..... Construction has begun on a new high-level platform and station shelter at Chalfont, on the R5 Doylestown Line. The facility will be located about 300 feet south of the present station, and will include an improved parking lot.

The remnants of Hurricane Jeanne brought torrential rains to the Philadelphia area on Tuesday, September 28, causing major transportation problems. Severe damage to homes, businesses and roadways occurred in the four suburban counties as well as in the City itself and sections of South Jersey. The Schuylkill Expressway was shut down near the Conshohocken Curve due to a huge mudslide, causing an eastbound SEPTA Route 124 bus and at least 20 automobiles to become partly submerged, their passengers rescued by emergency crews in boats. Parts of Montgomery County, including Lower Merion, Flourtown, Ambler and Norristown, were among the hardest hit, but the effects were widely felt over the region. Two deaths were attributed to the storm, including a SEPTA commuter waiting for a bus in East Falls who was drowned after being swept off her feet by a surge of water. The entire SEPTA system was heavily impacted, with a hundreds of delays and cancellations reported.

In the late afternoon of September 28, high water on AMTRAK's Harrisburg mainline forced the closure of tracks 3 and 4 near Overbrook station. Westbound R5 train #4569 became stranded on a bridge near Woodbine Avenue, a short distance east of Overbrook station, and all passengers had to be evacuated. Amtrak also was forced to suspend service south of Wilmington due to a signal outage, and SEPTA passengers for Newark were

bused to their destination. Virtually every Regional Rail line was affected by the rainfall, up to ten inches in some areas. High water was reported at many stations, including Trevoze, Lansdowne, Elkins Park, Miquon, Conshohocken, Cynwyd, Merion, Berwyn, Exton, Highland, Queen Lane and Allen Lane, as well as in the 36th Street tunnel at "Zoo" and at "Walnut" interlocking near University City. The Railroad Division's log for that Tuesday listed a full 15 pages of train delays and annulments! By the next day, however, normal service had been largely restored, although the #4 track was still out of service between "Zoo" and Overbrook as Amtrak crews repaired a washout at Woodbine Avenue.

From late September into October, SEPTA trains were encountering numerous delays caused by slippery rails (see above). One bad day was Thursday, September 30, when delays of up to 15 minutes were posted throughout the Regional Rail system. With a light drizzle making the fallen leaf situation even worse, a typical incident was that of R8 train #826 on the Chestnut Hill West Line. Proceeding downgrade, the two-car train slid past St. Martins station and had to receive permission from the dispatcher to back up to the station..... Simultaneous locomotive failures on two push-pull trains caused delays for hundreds of R5 Paoli-Thorndale rush-hour commuters on Friday, October 15. Train 9555 with ALP-44 unit #2308 stalled at Market East Station while at the same time train 9559 behind AEM-7 #2303 could not get out of Wayne Electric yard due to power and air problems. The first train was annulled, with passengers crowding onto other trains, and the second replaced with a train of MU cars. Not surprisingly, locomotive #2308 had broken down that same morning while deadheading its train into Wayne yard.

The past month also saw a series of other service problems on the railroad. At 5:05 PM on October 6, R3 train 9361 bound for Elwyn struck an automobile at the Union Avenue grade crossing in Lansdowne, injuring two persons in the car but no one on the train. For the next two hours at least a dozen other trains on the line were delayed..... During the morning rush on October 22 two pantographs on train 0219 from Warminster snagged the catenary on the #1 track north of Tabor Junction, near Fern Rock, damaging the wire and causing extensive delays on the Mainline over the next five hours while repairs were made..... Personnel in AMTRAK's CETC control center at 30th Street Station were forced to evacuate for a short time on October 21, when a fire alarm in a donut shop was activated. Only one SEPTA train was delayed by the dispatcher's absence..... Another failure of a push-pull train occurred on September 30 when AEM-7 #2307 shut down at Trenton and could not operate on rush-hour train 9728. An MU set was substituted. That afternoon, SW1200 #52 was sent to retrieve the push-pull train but the diesel broke down at Holmesburg Junction on the Northeast Corridor. Later, RL1 #60 successfully pulled the disabled #52 and push-pull set to Wayne Junction.

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PHILADELPHIA EXPRESS

(Continued from Page 3)

Another major electrical failure disrupted service on the Reading side of the system on the morning of Thursday, October 28. Inbound train 0213 from Warminster tore down the wire over #1 track north of Tabor Junction about 7:20 AM, at almost the same location as the incident six days before (see above). The downed wire also was fouling the #2 northbound track. As might be expected, this caused massive delays which lasted until mid-afternoon. After partial service was restored on the R3 West Trenton and R5 Lansdale-Doylestown lines, shuttle trains were operated on the R2 between Glenside and Warminster Westbound NORFOLK SOUTHERN freight train 17G was halted for an hour in the late afternoon of September 30 on SEPTA tracks in Norristown, delaying four R6 trains and causing one cancellation. The cause was found to be another NS train stopped ahead of 17G entering Abrams yard, with no crew aboard.....SEPTA conducted its annual emergency response drill for local fire and police agencies on Sunday, October 17, at the Bucks County Industrial Park near Langhorne. Consist of the special train was BL15 diesel #50, MU cars #447-448-9004 and SW1200 #52 (Larry Eastwood)In October SEPTA sold one of its last ex-Reading Blueliner MU cars to the NEW HOPE & IVYLAND. Car 9125 recently had been the crew car on a SEPTA wire train, but was replaced by rebuilt NJ TRANSIT Arrow II #1237, renumbered 601 (see August *Cinders*).....Purely by chance, sequentially-numbered Budd Silverliner II cars #253-254-255 made up the consist of R3 train 315 on October 8 (Larry Eastwood)The derelict baggage building adjacent to the R5 Devon station finally has been demolished, after the local township threatened to have the 1880's-vintage eyesore torn down (see August *Cinders*).



SEPTA TRANSIT

SEPTA's quest for more funding from the State moved into high gear last month, as a series of public hearings were held in the five-county region. SEPTA's alternative plan to close a \$62-million deficit in its current operating budget calls for drastic service cuts and steep fare increases (see October *Cinders*). At the hearings, it drew the expected response from SEPTA riders, interest groups and elected officials—together with demands that lawmakers in Harrisburg create a predictable funding base for transit agencies throughout the State. But the prospects for enactment of meaningful relief are murky at best. Aside from the public hearings, there has been no deafening outcry from SEPTA riders or local officials for concerted action to solve the problem. A group of riders rode buses to Harrisburg on October 5 to demonstrate in behalf of more transit funding, but Governor Rendell and key legislators said that any such aid would need to be bundled with additional money for highways. "We are going to fashion a plan to send help," Rendell said, and try to do it before the legislature adjourns on November 30. But, he warned, "We are not going to be able to spend money without increasing revenue." Rendell said that he might sign a bill to increase the gas tax, as part of a package of tax hikes to raise more money for transit as well for fixing deteriorated roads and bridges statewide. Still, Professor Richard Lancioni of Temple University told the *Daily News* that many people believe SEPTA once again is crying wolf over its

financial plight. "The first couple of times SEPTA said this, the public and the politicians had some sympathy for them, but they've said it too many times and there's really never been a systemwide shutdown. There's never been a disaster where people climb into their cars en masse and create gridlock on I-95. So there is a general lack of belief in SEPTA's claims." Nonetheless, it now seems probable that, absent substantial additional subsidies before next January 1, SEPTA indeed will implement its fare hikes and service cuts—including elimination of all weekend service—in order to remain in business.

On Saturday, October 16, SEPTA and the University City District gave the public its first opportunity to ride the newly-rebuilt PCC-II light rail cars. Three cars, #2320, 2324 and 2328, circulated from 40th & Market Streets via the diversion route through the Penn campus to Baltimore Avenue, thence to 61st & Baltimore via Route 34, to 49th & Woodland and finally back to 40th & Market via Route 13 on Chester Avenue and the diversion track. A big crowd of citizens—including many railfans—turned out for the free rides, which operated every 20 minutes from 10 AM to 6 PM under sunny then cloudy skies. Souvenir tickets which looked like large transfers were given out to each rider. Judging by the indefinite delay in starting rail service on Route 15 Girard Avenue, events such as this may offer the only opportunity to enjoy these beautifully restored cars for some time to come.

In spite of its troubles in closing the gap in its operating budget for Fiscal Year 2005, SEPTA is pushing ahead with its ambitious capital budget. *Railway Age* in its October 2004 issue describes the program in an article by William D. Middleton headlined "Though strapped for operating funds, the agency is set to deliver \$427 million worth of improvements to Philadelphia-area riders in FY '05".....It is now apparent that a deeply-divided Congress will fail to pass a new highway and transit reauthorization bill in this session. Last month Congress passed yet another extension of the existing Transportation Equity Act for the 21st Century (TEA-21), this time to May 31, 2005, which means that transit funding will continue at FY 2004 levels. TEA-21 originally was intended to expire on September 30, 2003!

SEPTA's new signal system in the subway-surface tunnel is in the final construction stages, and should be placed in service sometime next spring (see September *Cinders*). The cutting-edge system, known as communication-based train control or CBTC, will double the capacity of the line as compared with the existing color-light signal system. This radio-based technology is designed to prevent operators from exceeding the safe speed limit as determined by the computer, and will insure proper spacing of the cars. After CBTC's introduction, some teething problems can be expected.....The *Inquirer* on October 27 carried an article on the current dispute between SEPTA and one of its major contractors on the \$567-million Market Street elevated reconstruction project. The PKF-Mark III consortium last month filed suit seeking to be released from its \$74-million contract, contending that SEPTA repeatedly interfered with its activities and failed to make payments in accordance with the contract. PKF claimed that it already "has incurred or will incur over \$34 million in damages." The firm is working on rebuilding the so-called "Cobbs Creek" section between 63rd Street and Millbourne station. Already, a series of disputes and construction problems have delayed the expected completion of the el project from 2006 to 2008, and this could push the date back even further. Included in the work is a new 11,000-foot-long el structure supported by single steel columns in the middle of Market Street, new station buildings, new welded rail, two new interlocked crossovers and other improvements.

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PHILADELPHIA EXPRESS



(Continued from Page 4)

AMTRAK

Because Congress thus far has failed to pass a transportation appropriations bill for Fiscal Year 2005, AMTRAK's funding continues at the \$1.2-billion level for FY 2004. It is possible though unlikely that Congress may pass an appropriations bill during the lame-duck session after the election, but more likely any action will be deferred to the new Congress in January. Amtrak has requested \$1.798 billion for the current fiscal year but the Senate Appropriations Committee has approved only \$1.22 billion and the corresponding House committee just \$900 million, which Amtrak calls a shutdown number. AMTRAK handled a record number of passengers in FY 2004 ended September 30, increasing its ridership to 25.1 million or 4.3 percent above the previous year. "We are very happy with our ridership numbers," said president David L. Gunn. "The increases have been across all our services—corridor trains as well as long-distance trains." The improvement is noteworthy, Amtrak said, because it came during a period when the railroad is working to restore its facilities to a state of good repair and upgrade its fleet. In addition, several major disruptions occurred during the year, including the hurricanes and tropical storms across the Southeast in August and September which forced the cancellation of 147 trains and cutbacks in 178 other trains. During the days of the Republican Convention, ridership through New York City declined by 27 percent and there were several disruptions in the West.

AMTRAK issued its fall-winter system timetable effective November 1, with a cover photo of an Acela Express crossing Apponaug Cove in Rhode Island. The timetable contains a number of schedule changes, many of them related to the discontinuance of mail and express service as previously reported. Florida services underwent a major restructuring, with the **Palmetto** changed to a coach-only train between New York and Savannah, GA, the **Silver Star** changed to an earlier-running New York-Orlando-Tampa-Miami service and the **Silver Meteor** leaving New York four hours and 45 minutes earlier southbound and Miami three and a half hours later northbound. (Amtrak said the **Meteor** schedule is a temporary one due to planned trackwork in Florida, and will probably be changed with the April 2005 timetable.) The New York-Charlotte, NC **Carolinian** has a faster schedule due to the absence of mail cars and the New York-Chicago **Three Rivers** lost its sleeper and has received a minor adjustment in schedule. It now departs Philadelphia at 3 PM westbound, 35 minutes later, and arrives eastbound at 5:45 PM, 20 minutes earlier. The New York-Pittsburgh **Pennsylvanian** has been discontinued, the State of Pennsylvania refusing to reinstate a prior \$2.5-million annual subsidy for the service. An 11th Acela Express roundtrip has been added on weekdays between New York and Boston, and all weekend Regional trains between Boston, New York, Philadelphia, Baltimore, Washington, Richmond and Newport News now require reservations. SmartPass multi-ride tickets will continue to be accepted on these trains. (The change does not affect those weekday Regional trains which do not require reservations, nor the Clockers and New York-Philadelphia-Harrisburg Keystone trains which remain unreserved). Effective with the new timetable, AMTRAK has renamed its sleeping car accommodations. Harking back to an earlier era, what Amtrak called a "standard bedroom" is now a "Superliner

roomette" or "Viewliner roomette," and the "deluxe bedroom" is now a "Superliner bedroom" or "Viewliner bedroom." Family bedrooms did not change. Passengers are reminded that a Superliner roomette does not have private plumbing while a Viewliner roomette does. Also, on November 1 Amtrak eliminated the fee to change reservations or exchange tickets (NARP).

AMTRAK again will offer a special timetable for Thanksgiving Week November 22-29, and require reservations for all of its Northeast Corridor trains except the Keystones and Clockers. As in the past, some extra movements will be added, and several sets of borrowed commuter equipment can be expected to appear on intercity trains. A transformer fire in an East River tunnel near Penn Station, New York, about 1 PM on Monday afternoon, September 27, disrupted service for thousands of AMTRAK, NJ TRANSIT and LONG ISLAND RAIL ROAD passengers. The station, America's busiest, had to be evacuated for a time, and limited service on the Northeast Corridor was resumed at 5:30 PM. NJ Transit rerouted many of its Midtown Direct trains to Hoboken Terminal, across the Hudson River in New Jersey. Most service resumed the next morning but many delays continued, as catenary power was restored to only three of the four tunnels connecting Manhattan with Long Island. (The westbound **Lake Shore Limited**, which this writer rode from Boston to Chicago, departed Albany-Rensselaer nearly eight hours late after passengers from New York were bused to Albany.)

AMTRAK has been forced to pay million of dollars in personal injury claims resulting from accidents caused by the actions or inaction of freight railroads over which passenger trains operate. This is the conclusion of a study published in the New York *Times* last month, which found that in "accident after accident, in derailments and grade-crossing collisions, CSX and other freight railroads have used Amtrak to shield themselves from tens of millions of dollars in liability." Under a long-standing indemnity agreement with its host railroads, Amtrak agreed to be responsible for claims filed by its passengers and employees, while the freight carriers would be responsible for their own employees. Figures cited by the *Times* show that since 1984 Amtrak has paid out more than \$186 million in claims for accidents blamed entirely or mostly on others. Most of these payments were not covered by Amtrak's insurance. In 1997, after a Federal judge questioned the legality of granting the freight railroads blanket immunity for accidents, Congress passed a bill specifically reaffirming the authority of Amtrak to indemnify those railroads.

AMTRAK has warned that three ancient ex-New Haven drawbridges on the Northeast Corridor in Connecticut are in such poor condition that they may have to be shut down unless rebuilt or replaced. The bridges, which span the Niantic, Thames and Connecticut Rivers, would cost \$352 million to replace, according to Amtrak figures. One newspaper pointed out that the Thames River bridge was built in 1918, the last time the Boston Red Sox won the World Series before this year! (NARP) The **Three Rivers** began its new schedule on November 1 (see above), but it actually dropped the mail and express business in early October. As the month progressed, train #41 ran more reliably west of Philadelphia, usually consisting of just six cars and a single locomotive rather than the former 20 or 25 cars behind two P42 units. AMTRAK is performing major trackwork on the six miles of two-track mainline between Landover, MD and Washington, leaving only one track

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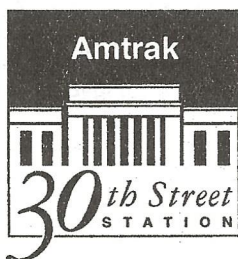
PHILADELPHIA EXPRESS

(Continued from Page 5)

available for service in both directions. Delays are anticipated until the project is completed on November 19 Acela Express #2191 struck a damaged signal just west of the New Haven station on the evening of October 28, derailling a parlor car and injuring two persons. This will mean that one of the 20 Acela sets will be sidelined for repairs, while 16 sets are required to meet the line on weekdays.

The State of New York has sued AMTRAK over its failure to implement the Turboliner high-speed service between Albany-Rensselaer and New York City. The three Turboliner trainsets that were rebuilt at State expense have been moved to Amtrak's Bear (DE) shop for long-term storage. Amtrak says that a lack of funding from Uncle Sam is responsible for the impasse, and it has filed a response to the suit in Federal court (NARP) Construction of the new AMTRAK station at Paradise, PA, on the Philadelphia-Harrisburg Keystone Corridor, should begin next month and be completed by the summer of 2005. The \$2.4-million project is being funded by Amtrak, Lancaster County and local governments, the Red Rose Transit Authority and the STRASBURG RAIL ROAD, which will extend its track westward to serve the new station (Railpace)..... We hadn't noticed this before, but when AMTRAK Northeast Corridor employee timetable #8 took effect in October 2002, the top officer's title was changed from senior vice president-NEC to general manager-Eastern Region, and the general managers for the New England, New York and Mid-Atlantic Divisions became general superintendents. Since then the title of E.V. Walker, who currently heads NEC operations, has become VP-transportation. These changes no doubt reflect the views of David L. Gunn, who took over as president of Amtrak in 2002.

The last in this summer's series of devastating hurricanes was named Jeanne. Like her three predecessors (see September, October Cinders), Jeanne caused severe damage in Florida, drastically affecting railroad operations, before sending heavy rains north through the southeastern and Mid-Atlantic states. All Silver Service trains were cancelled September 25 through the 28th and only limited service was resumed on the 29th, with the Auto Train again running its full route to and from Sanford, FL. The Silver Meteor was cancelled in both directions through the 30th, and the Sunset Limited continued to turn at New Orleans, as it had done for most of September. CSX, which hosts all of Amtrak's trains in Florida, suffered further damage from Jeanne, on top of that sustained at the hands of Hurricanes Charley, Frances and Ivan. It was not until Friday, October 8, that all of Amtrak's Florida services had resumed their normal routes, including the Sunset Limited which made its first trip east of New Orleans in more than a month. But because of a previously-scheduled CSX track replacement program, the tri-weekly Sunset will not be dispatched westward from Orlando on Thursdays or eastward from New Orleans on Tuesdays (NARP).



CSX NS OTHER ROADS

NORFOLK SOUTHERN has placed in service the world's largest boxcar, a 92-foot-long, 19-foot-high monster which is the prototype for a fleet of new auto parts cars designed to handle the larger racks now used by manufacturers. Numbered 489700, it will be able to handle cargoes that the present fleet of 14,000 auto parts cars cannot (Railway Age)..... NS has renamed "East Pitt" interlocking near Pittsburgh station as "CP Solomon," honoring Max Solomon, a terminal trainmaster (and railfan) who served the Pennsy, Penn Central, CONRAIL and NS there for more than 40 years..... NS has reported record revenues and net income for the third quarter of 2004. Operating revenues totaled \$1.9 billion, up 16 percent as compared with the same period a year ago, net income was \$235 million, up 72 percent, and a much-improved operating ratio of 74.7 percent was achieved, a 5.8 percent gain..... NS was the recipient of a \$500,000 grant from the State of Pennsylvania to help build a connection at Lemoyne, PA which would allow trains from the South direct access to Enola yard.

NORFOLK SOUTHERN has a new president, Charles W. "Wick" Moorman, 52, who moved up from the post of senior vice president-corporate planning. He is likely to gain the top job upon the retirement of David R. Goode, 63, who gave up the president's title but remains chairman and CEO..... The Federal Railroad Administration, the State of North Carolina and NS will cooperate in a \$482,000 research project using digital video cameras in locomotive cabs to capture real-time data involving highway grade crossing accidents and trespasser incidents. The study will determine what human factors may be involved in these occurrences (Traffic World) NS already has about 850 camera-equipped locomotives, in a program known as "Railview." The railroad says the cameras help eliminate controversy concerning track conditions, speed, weather, visibility, signals, the sounding of the engine horn and trackside accidents or incidents. The cameras are automatically activated at two mph, with the data stored on a hard drive in the control box, as well as on a removable memory card. NS hopes eventually to equip most if not all of its fleet (Trains).

CSX reported operating revenues of \$1.98 billion for the third quarter of 2004, and net income of \$123 million. In the year-ago period, revenues were \$1.88 billion but the railroad suffered a loss of \$103 million. In the most recent quarter, merchandise revenues were up six percent and coal revenues increased ten percent. The operating ratio improved to 86.7 percent..... CSX gradually has been expanding its so-called "ONE Plan" for improved freight-train operations (see June Cinders), but the late summer tropical storms delayed its implementation at East Coast terminals. At yards where it was placed in effect during June and July, operations have substantially improved: Avon Yard near Indianapolis dispatched 65 percent of its trains on time versus 32 percent before the One Plan; Chicago went from 39 percent on time to 72 percent; Cincinnati from less than ten percent to 64 percent; and Louisville from 13 percent to 66 percent. Measurements of dwell time in yards and right-car-

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right-train have also shown sustained improvement (*Bull Sheet*).....Two CSX freight trains collided at a crossover point in Baltimore on October 10. One locomotive and three cars of the eastbound intermodal train, Jacksonville, FL, to North Bergen, NJ, Q174, derailed in the low-speed accident and two crew members of that train suffered minor injuries.....After some delay, CSX has signed an agreement with the State of Virginia to begin \$65-million in State-funded improvements to its RF&P Subdivision between Alexandria and Richmond. Some of the work will involve installation of a third track for passenger trains.

Congress has passed and President Bush has signed an omnibus tax relief bill repealing export subsidies and giving many benefits to U.S. corporations. Of interest to railroads is the long-sought repeal of the 4.3-cents-per gallon Federal fuel tax over the next three years, a tax now paid only by railroads and barge lines into the government's general fund. It is estimated that the tax costs the railroad industry about \$170 million annually. The new law also includes tax credits for shortline infrastructure investments (NARP, *Weekly Rail Review*).....It was 50 years ago, in November 1954, that the Pennsylvania Railroad opened its state-of-the-art ore pier in South Philadelphia. Years later, Pier 124 was converted to handling imported fertilizer but now is idle. In the future, it could be demolished or converted to handling other cargoes as part of a plan to extend the present Packer Avenue Marine Terminal southward toward the old Philadelphia Naval Base.....The American Railway Car Institute announced that 58,382 new freight cars were ordered in the first nine months of this year, added to an undelivered backlog of 61,052 cars (*Railway Age*).

Here is a partial list of railfan clubs which have come and gone in the Philadelphia-New Jersey area over the past half-century: Metropolitan Philadelphia Railway Association, Railway Excursion Committee, Transit Improvement Association, Rail Buffs Association, Shore Train Riders Club, Delaware Valley Shortline Museum (Tansboro), Deltran, Arco Model Railroad Association, Buckingham Valley Trolley Association (reconstituted as the Electric City Trolley Museum in Scranton). They all ran trips but how many of them do you remember? Philadelphia Chapter NRHS is in its 68th year of continuous operation.....The FRA has announced that it will delay the release of a new rule which would allow local whistle bans at railroad grade crossings only where specifically approved crossing protection devices (such as four-quadrant gates and barriers) have been installed. The rule is now expected to be put into effect sometime early next year.....NRHS's *National Railway Bulletin* is expected to change from its traditional 6x9-inch format to the standard 8-1/2x11-inch size in 2005, the national directors were told at their meeting in Utica, NY, last month. In addition, a long-hoped-for agreement may soon be signed by NRHS, the City of Schenectady (NY) and the recalcitrant Mohawk & Hudson Chapter NRHS covering management of the Alco Historic Photos Collection.

The Tropical Storm Jeanne floods of September 28 hit the Brandywine Creek area especially hard. BRANDYWINE VALLEY RAILWAY suffered three washouts along its ex-Reading Wilmington & Northern branch, but was back in business within a week. Not so fortunate was the OCTORARO

RAILROAD, which had a huge washout east of Mendenhall, PA, stranding a train beyond the washout. Headed by MORRISTOWN & ERIE'S ex-CANADIAN PACIFIC C424 #4231, the train remained parked at Mendenhall for well over a week. Reportedly, SEPTA has removed M&E as interim operator of the Octoraro and awarded the operating contract for the branch between Chadds Ford Junction and Nottingham to PENN EASTERN RAIL LINES.....Kids will want to see the new Warner Brothers animated movie "Polar Express," which opens November 10. The locomotive in the film is based on ex-Pere Marquette 2-8-4 #1225, now based at Owosso, MI.....Ridership on NJ TRANSIT's River Line peaked in July but has since declined, possibly the result of the closure of the state aquarium on the Camden waterfront and the reopening of schools, depriving the line of some excursion trips. The 34-mile light rail line tallied 145,860 trips in September, as compared with 170,699 trips in July (*Trains*).

Harrisburg Chapter NRHS operated its "Susquehanna Limited" excursion on Saturday, October 30, from Harrisburg to Philadelphia and on to Perryville, MD, thence NORFOLK SOUTHERN's Port Road branch to Enola and back to Harrisburg. The 15-car AMTRAK-chartered train was hauled by JUNIATA TERMINAL E8's 5711 and 5809. The consist included 12 Amfleet cars trailed by Bennett and Eric Levin's ex-Southern Pacific Budd-built 10-6 sleeper, restored in gleaming Pennys tuscan red as *Little Juniata Rapids*, the *Warrior Ridge* parlor and office car *Pennsylvania 120*.....Ex-PTC Peter Witt trolley #8534, which was used on numerous SEPTA fantrips over the years, has been moved to Scranton as part of the collection of Electric City Trolley Museum. The museum owns the historic car (Larry Eastwood)Remember that little ex-New York Central, ex-CONRAIL, ex-AMTRAK, ex-Anthracite Railway SW1 #735 that served as switcher at the now-defunct Tank Car Corp. of America plant in Oreland, PA? It has been transferred to Bridgewater, NJ, where it switches a trash transfer facility (*Railpace*, Dick Adams).

Soaring diesel fuel prices are affecting the railroads' and truckers' bottom lines, and have led to some substantial increases in freight rates. Diesel prices have increased 40 percent so far this year and are likely to go higher, to as much as \$2.50 per gallon. The railroads, as noted above, will receive some relief as the Federal fuel tax of 4.3 cents per gallon is phased out.....*Railpace* reports that Conectiv Energy plans within three years to shut down its inefficient electric generating plant at Beesley's Point, NJ, near Ocean City. This will have a serious negative effect on CONRAIL and its owning roads, which now deliver unit trains of coal and oil to Beesley's Point through Pavonia yard in Camden. The plant is listed as one of the top ten polluters in the Garden State, and Conectiv says it would be too costly to install the needed technology to meet stringent air pollution regulations.

Journalist and Photographer Jim Wrinn has been named the new editor of *Trains Magazine*, succeeding Mark Hemphill. A North Carolina native, Wrinn comes to *Trains* from the Charlotte *Observer* newspaper, where he served as reporter and editor for 18 years. He has written ten feature stories for *Trains*.....Just-adopted Federal regulations will require all new low-level rail station platforms to be at least eight inches above the top of rail, except where the loading area is in a city street (NARP).....The Association of American Railroads reports that freight loss and damage payments totaled \$135.9

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NOVEMBER 13-14, 2004: Grand reopening of the B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, following repair of roof and other damage sustained during the record-setting snowfall of February 2003. For information, telephone 410-752-2490 (website: www.borail.org).



NOVEMBER 20, DECEMBER 4, 11: 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 4-5: Annual Holiday Train Show & Sale in Ocean City, NJ, 10 AM-5 PM Saturday, 11 AM-4 PM Sunday. Show is held in historic Music Pier at Boardwalk and Moorlyn Terrace. Running displays, model train sale, door prizes. Admission: \$3 adults and \$1 children. For additional information, telephone Kathryn Caraballo at 609-525-9296.

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*.

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million in 2003, a 4.6-percent decline from the previous year. The percentage of freight revenues paid out to settle claims dropped from 0.33 percent in 2002 to 0.31 percent in 2003 (*Weekly Rail Review*).....The engineering firm of Edwards & Kelcey has been hired to prepare specifications for cleanup of all track and bridge debris suffered by the WILMINGTON & WESTERN in the Red Clay Creek flood of September 2003. This was the worst flood ever recorded in the area and resulted in the destruction of six timber bridges and several miles of track. It has been decided that the six bridges should be replaced with steel spans of the same type that survived the flood on the lower end of the line (*Lantern*).

Senator Joseph Biden of Delaware last month released a report concerning the state of railroad security in the U.S. The report was inspired by Senate passage of the Rail Security Act of 2004 and the lack of White House encouragement for House action. "Over the past three years, I have become increasingly frustrated with President Bush's failure to focus on increasing rail security," the Senator said. "Security experts have warned us time and time again that terrorists bent on creating high body counts have directly targeted our rail systems. Despite these ominous warnings, the President has failed to provide critical leadership and has failed to sufficiently invest in rail security efforts. I hope he will act before it is too late" (NARP).....A large mural has been painted on the side of a building at 40th Street & Lancaster Avenue in West Philadelphia by a local civic association, showing well-rendered drawings of a Pennsy K4 steam locomotive and a GG1 electric.

DC Threatens To Bar HAZMAT Shipments

A battle between Federal and local authority is shaping up in Washington, DC, as the City Council there said it will enact an emergency ordinance this month requiring that rail shipments of hazardous materials be routed away from the nation's capital. As reported in *Traffic World Magazine*, the local government and other groups are expressing the fear that terrorists could blow up carloads of chlorine or other chemicals, spreading deadly fumes throughout the center city area. "A year of hearings, meetings and entreaties to the Bush Administration has failed to persuade them to take obvious action to protect the safety of Washington residents," charged one council member.

The primary target of the proposed law is CSX, which operates at least two dozen daily trains via its Landover Subdivision, a former Pennsylvania Railroad line which skirts the south edge of downtown Washington and is part of an important north-south freight corridor. The double-tracked route lies within a few city blocks of some major government buildings, including the U.S. Capitol and Congressional offices. The railroads, of course, see the action as an illegal attempt to force them to divert certain types of traffic to more circuitous—and competitive—routes. In this case, the proposal would require CSX to interchange carloads of certain toxic materials to Norfolk Southern's route through Hagerstown, MD, 75 miles to the west.

More significantly, the DC council is challenging the Federal government's role as the sole regulator of interstate commerce. The law which phased out the old Interstate Commerce Commission and created the present Surface Transportation Board reinforced Federal authority over such matters as railroad routings and mergers, while the Federal Railroad Administration has sole jurisdiction over rail safety and other operational issues.

If the City Council prevails in this contest, the danger is that it would inspire other municipalities such as Philadelphia to enact similar legislation forcing railroads (and possibly trucks) to steer hazardous materials away from their borders. This could create chaos in the movement of many vital industrial materials. The transportation community will be closely watching the outcome, to see if the STB or FRA nullify DC's action or possibly institute similar rules of their own. But if the Washington ordinance actually takes effect, the first development most likely will be for CSX to go into Federal court seeking an injunction against its enforcement.

Important Phone Numbers

We again publish the list of telephone numbers which should be used to report suspicious sightings, emergencies or other conditions affecting rail operations, including trespassers, vandalism, fires, defective equipment.

AMTRAK	800-331-0008
CSX	800-232-0144
CONRAIL	800-272-0911
NJ TRANSIT (NJ only)	800-242-0236
NORFOLK SOUTHERN	800-453-2530
SEPTA	215-580-8111

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)

Chester County's largest city, Coatesville, doesn't have a lot to celebrate these days, but thanks to the Pennsylvania Railroad the massive stone arch rail viaduct has marked its Centennial. The structure (fourth at this location) was completed in 1904 and the first train crossed on September 21. These days, about 20 Amtrak trains a day use the bridge and Norfolk Southern has a daily round-trip freight (from Abrams yard) that runs both over and under the viaduct to reach International Steel Group's facility there (*Daily Local News*).....While on this subject, the oldest (175 years) surviving railroad bridge (still in use) in the United States is CSXT's (ex-B&O) Carrollton Viaduct in the City of Baltimore. The 297-foot-long stone structure spans Gwynns Falls with a single 80-foot arch. Completed in 1829, it was named for Charles Carroll, who was a B&O investor, U. S. Senator and was the last living signer of the Declaration of Independence (H. H. Harwood, Jr.).....On October 30, 1939, the New York World's Fair closed for the season. During the year, the Pennsylvania and Long Island Railroads hauled 15.7 million passengers to the Fair, one of every four visitors! (PRR Stats).....The 1956 Lionel catalog offered a train set called "Pride of the Pennsy.....The Great Congressional", that featured a tuscan red GG1 numbered 2360 (?) and some Budd-like stainless steel cars. The train was fairly realistic except for the car "Betsy Ross" - a vista dome car!! (*Lionel Inspiration*).

Two new wine labels from Galin Glen Vineyard will help raise funds for the ex-Reading Tamaqua station restoration project. One of the wines, a concord-based desert wine "with a taste of fresh grapes" is called the "King Coal Special", which I am sure is a much more superior vintage than the "Night Train Express" I once bought in Philly!! (*Pottsville Republican*).....Another sad New Year's! Atlantic City trolley service ended on December 28, 1955. Philadelphia Chapter chartered two cars on December 26. One was an orange-painted "Hog Island" 6800-series (1918) and the other a black Brilliner (1940). The excursion cost: \$1.75!! (*Philadelphia Inquirer*).....A day that will live in infamy (at least for Reading Railroad fans!): on May 6, 1952, Reading G1sa Pacific #134 made the final regular steam passenger run from Newtown to Philadelphia (Bert Pennypacker).....During the 1830's and early 1840's America's largest locomotive repair shops served the Philadelphia & Columbia Railroad at Parkesburg, PA. In peak years, the shops boasted 32 employees with a monthly payroll of \$1,087 or an average of \$1.00 per day per employee! (H. B. Comstock).

The White House searched far and wide and came up with someone with a rare background to serve on the Amtrak Board of Directors. Enrique Rosa has no experience whatsoever in transportation and has never boarded an Amtrak train. His main experience is in raising campaign money in Florida and working in the oil industry. You don't get qualifications better than that! (*Traffic World*).....Greyhound, the large bus network (started in 1914) and one of the few privately-owned surface transport systems which still provides fixed intercity routes, recently announced major reductions in service to large portions of their routes. It is ironic that their founder, Carl Wickman, died in 1954, exactly 50 years ago!.....One of the last in North America, VIA Rail Canada's little train, the *Skeena*, travels through a

remote section of British Columbia. At a lonesome dirt grade crossing it pauses briefly to drop mail, packages and newspapers for the nine inhabitants of the hamlet named "Penny" (*Rail Travel News*).....SEPTA has moved up to Number 8 on the list of the top 100 transit bus fleets in North America. The 2004 statistics show a total of 1,431 units, including 65 trolley coaches (*Metro Magazine*).

During September, Union Pacific Police discovered 29 illegal immigrants hiding in a box car in Santa Teresa, TX. The stowaways included two children. The U. S. Border Patrol said that all were in good condition and would shortly be returned to Mexico for another try!! (*Weekly Rail Review*).....The longest regular coal train run? Twenty Mile Coal Company ships trainloads from Energy, CO (ex-D&RGW, now UP) to Mississippi Power at Daniels, MS. The trains move via UP-Memphis-CN-Evanston, MS-Mississippi Export RR (*The Mixed Train*).....A new railroad, the Texas Southwestern, has leased and begun operating the BNSF (ex-AT&SF) former Carlsbad Subdivision, a distance of 263 miles between Loving Junction and Clovis, NM (*Weekly Rail Review*).....CSXT may be having its problems lately, but it is at the "top of the heap" when it comes to handling waste from metro areas to rural landfills according to the industry journal "Waste News" (*The 470*).....Train wrecks and derailments are very expensive to the railroads. There can be costly employee/passenger injuries and damage/destruction to equipment and right-of-way. To top off these costs, cleanup outfits such as Hulcher Wrecking Services charge about \$2,500 per hour from the time they leave their base until they return to base (*CTC Board*).

In the first six months of operation, NJ Transit's new \$609-million Secaucus Junction station, in the Meadowlands, saw only 5,600 weekday riders using the facility. It was expected that 7,500 would use it, and among a number of passenger complaints was that there was a "funky marsh smell" out on the platforms (*Weekly Rail Review*).....This summer, Amtrak's *Cascades Train #507* struck and killed a female pedestrian in Salem, OR at a crossing protected by flashing lights, bells and gates. The woman was walking with a cell phone held to one ear and hand covering the other! She walked directly into the path of the train. If it wasn't so sad, a "Darwin Award" would be pending (*The Fast Mail*).....Earlier this year, three unidentified men (Goober, Gomer and Hubba?) were injured when they drive into the side of Amtrak's *Heartland Express* in Gainesville, TX. That's correct - the trio drove around the lowered crossing gates (*Rail Times*).....Amtrak Statistics Department: The U.S.'s intercity passenger railroad carries 66,000 people on 250 trains per day. It serves 500 stations in 46 states from busy Penn Station to some which are no more than a platform in the desert. Its trains operate over a 22,000-mile network, with 20,000 of those owned by private freight railroads. Ridership was recently a record 24 million passengers in the year. Quick! You experts have to know which four states are NOT served by Amtrak. (*Reuters - Fast Mail*).

NOT TOO SERIOUS DEPARTMENT: We were a little bemused to see an advertisement for a concert by the rock band "Naked Trucker". We have never felt less like leaving the house!! (*Traffic World*).....The massive porcelain urinals in the Amtrak/Green Mountain RR station in Bellows Falls, VT are historic! The town wants to make the 1922 ex-Rutland/B&M station into a \$3 million intermodal center. If plans to save the urinals fall through, they might be donated to the American Sanitary Plumbing Museum in

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

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Worcester, MA. If you should somehow have further interest in this subject, go on line to Urinal.net for photos! (Mass Bay RRE *Callboy*).....Recent letter seen in England: Sirs: I was a regular commuter into Birmingham, but Central Trains (the passenger operator) kept reducing my service to the point where there was only one train from my station (Water - Orton) in peak hours. Central Trains' reaction to complaints from passengers and intending passengers was very much "we are fed up of telling people there is no demand for this service". The alternative station fares and parking costs are such, making it no less expensive to drive to Birmingham and park there! (*Today's Railways*).

Infamous People/Famous Trains: Al (Scarface) Capone departed Chicago on the *Dixie Flyer* on May 6, 1932 to Altnata (C&EIL&N-NC&StL). He was going to spend 11 years in Federal prison for understating his income tax (*The Dixie Line*, D. L. Shult).....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).....You, too, can be a part owner of an exotic narrow gauge railroad. Were you one of those people who was spellbound by the siren song of the White Pass & Yukon Railroad? If so, and if you want a piece of the action, all you need to buy is shares in Tri-White Corporation. They own the AP&Y, Skagway docks and have other investments. The 2003 annual report shows a 24-cent dividend with listing on the Toronto Stock Exchange as symbol TWH. You can get a free annual report via E-mail: dturple@morguard.com. Pawel Banszek was hit by a train

in August 2003 and paralyzed. He has been ordered to pay the Polish State Railways \$290 for train delays caused by the accident. He might have done better if he lived down-under where a commuter who slipped and fell at the Glenelg, Australia train station was paid \$30,000 by the Transport Department. (*Traffic World*).

Mr. Hudson was recently taken to task for his report in the September, 2004 issue that Penn Station in New York was reportedly the only location in the world where trains (PRR, New Haven) regularly exchanged one electric locomotive for the other. The writer tells us that the column most likely should have read "in NORTH AMERICA". We agree.....Speaking of such claims, CINDERS Editor Larry Eastwood has recently added a post card of the Philadelphia & Reading's Wayne Junction station to his collection. The caption reads "More trains stop here than at any other station in the world"! The card probably dates from the period 1905-1915, but can that be true?

GREENBERG'S TRAIN, TOY & HOBBY SHOW

Fort Washington Expo Center

December 11-12, 2004

Assistance is needed to man the Chapter's tables at this busy show. You may volunteer for anywhere between two and seven hours. Free time to enjoy the show provided. To sign up, call Chapter President Dave Kopena at 215-671-0605.

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