



CINDERS

JANUARY 2007



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Volume 68

Number 1

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 CANCELLATION NOTICE!

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

MEETING NOTICE:

FRIDAY EVENING, JANUARY 19, 2007

(Members are reminded that our meeting in December, as usual, will be held on the second Friday of the month!)

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.)*

The program portion of our meeting for Friday evening, January 19, 2007 will be Chapter Member Frank Tatnall with a narrated slide presentation through the Pacific Northwest, with a side trip into Arizona taken during the fall months of 2006. You'll want to be present and not miss another in Frank's long series of slide talks on various American railroading scenes.

The evening begins with our usual optional sit-down dinner in the Faculty Club, Alumni Hall, Thomas Jefferson University, beginning at 6:15 PM, at a cost of \$20.00 per person. **DINNER RESERVATIONS ARE MANDATORY and MUST BE MADE BY TUESDAY EVENING, JANUARY 16, 2007 to Chapter Secretary Marie Eastwood at 215-947-5769.** The menu for September was uncertain at presstime, but will include salad, meat or seafood entrée, vegetables, dessert, rolls and butter and beverage. **N0-shows will be responsible for payment for meals ordered!** *(Please note that meetings for the 2006-2007 year are scheduled in the Faculty Club, on the second floor of the Alumni Hall.)*

Plan to be present for the January 19 meeting of Philadelphia Chapter. Why not join your fellow members for dinner at the reasonable cost of \$20.00 per member, beginning at 6:15 PM.

Dues Bills Mailed; More than Half Renewed

The NRHS/Philadelphia Chapter dues bills for the year 2007 were received by Treasurer Rich Copeland between November 24 and December 1, and all were in the mail to members by December 2.

According to Copeland, 54 percent of members had renewed as of January 1, and virtually all had been processed and forwarded on to the National organization. The Chapter has some 440 members who hold their National membership through Philadelphia Chapter. Another 67 members of the Chapter are "Chapter-only" members, with their National membership held through another Chapter.

Members are urged to send their renewals in as early as possible for processing. The February issue of *Cinders* will be the last issue mailed to those who have not renewed for 2007. Contributions above the normal dues remittance are most welcome, too, for they provide the Chapter working monies for those items not covered by members' dues.



Chattanooga Rails 2007
NRHS Convention
August 21-25, 2007
Chattanooga, TN

Abington Train Show A Success

The reincarnated Abington Train Show was held on Sunday, December 17, 2006 at the used car showroom of Bryner Chevrolet at Old York Road and Township Line in Jenkintown. According to Chapter Member Paul Myers, who chaired the event, more than 300 people paid admissions to the event. Myers said that the show was considered a success and will be repeated.

Various dealers and exhibitors (including Philadelphia Chapter) were represented at the show, which filled a void caused by the uncertainty of the Greenberg Fort Washington Show, cancelled when the Expo Center on Virginia Drive was converted to office space during 2006.

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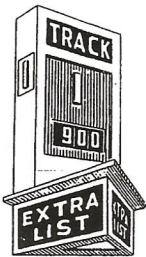
MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Faculty Club, Second Floor, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner (optional) at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM. No meeting July or August.

ANNUAL MEMBERSHIP DUES: \$37.00 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.



JANUARY 10, 2007: Normandy Farms Estates Railroad Club meeting 7:00 PM in Auditorium. Guest speaker: Al Shaw, who will talk about *High Speed Trains for Amtrak's Northeast Corridor*. For further information and directions to Normandy Farms (located in Blue Bell, Montgomery County), contact Member Bill Polk at 215-616-4662.

JANUARY 13-14: Open house at Cheltenham Hills Model Railroad Club HO-scale layout (celebrating the club's 60th anniversary) at former Reading Ogontz station, 8000 Old York Road, Elkins Park, PA, 12 Noon-4 PM each day. Donations appreciated. For information, telephone 215-635-9747.

JANUARY 13-14, 20-21: Open house at STARR, St. Alban's Railroad Fellowship's HO-gauge model railroad at St. Alban's Episcopal Church, 3625 Chapel Road, Newtown Square, PA, 1-4 PM both days. Donations appreciated. For information, telephone 610-356-0459.

JANUARY 20-21: Open house at GATSME Lines Ho-scale model railroad, Prospect & Madison Avenues, Fort Washington, PA, 12 Noon-4 PM both days. Donations appreciated.

JANUARY 20-21: Open house at Schuylkill Valley Model Railroad Club HO-scale layout, 400 South Main Street (rear entrance), Phoenixville, PA, 1-5 PM both days. Donations appreciated. For information, telephone 610-935-1126.

JANUARY 22: West Jersey Chapter, NRHS regular monthly meeting, 7:30 PM, Haddonfield Borough Hall, 242 Kings Highway East, Haddonfield, NJ (several blocks east of PATCO station). Program will be West Jersey Member Norm Seidelmann on the ex-Pennsylvania Railroad Bustleton Branch, running 3.4 miles from Holmesburg Junction into Northeast Philadelphia.

JANUARY 26: Railroad Film Night at National Canal Museum, 30 Centre Square, Easton, PA, 7:30 PM, featuring program on industrial railroads and interurban and trolley operations, presented by NRHS Media Services Director Mitchell Dakelman. Admission: \$6 per person. For information, telephone 610-559-6613.

FEBRUARY 3: Super Saturday Streetcar Special XIV over SEPTA's Route 15 Girard Avenue line, sponsored by Wilmington Chapter NRHS. Newly-restored PCC-II car will be used, with numerous photo opportunities scheduled. Excursion leaves Route 10 loop at 63rd & Malvern Avenues, Philadelphia, at 10:15 AM for a five-hour tour. Trip will also cover diversion trackage and some subway-surface lines. Tickets: \$35 per person. Order tickets from: Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860-1003. For information, telephone 973-383-3355 (9 AM-5 PM weekdays).

FEBRUARY 26: West Jersey Chapter, NRHS regular monthly meeting, 7:30 PM at Haddonfield Borough Hall, 242 Kings Highway East, Haddonfield, NJ (several blocks east of PATCO station). West Jersey Member Russ Jackson will present program on 25 years of Kawasaki light rail vehicles on SEPTA routes. Coverage will include design, construction and delivery of the cars.

MARCH 11: Jersey Central Chapter NRHS annual train show & sale at Mother Seton Regional High School, Clark, NJ (off Exit 135 of Garden State Parkway), 9 AM-4 PM. Model trains, books, railroadiana and slides for sale, plus circus train display, door prizes and trainset raffle. Free parking. Admission: \$4 adults, \$8 family. For information, send stamped, self-addressed envelope to: NRHS Train Show, c/o Mitchell Dakelman, 334 South 3rd Avenue, Highland Park, NJ 08904-2515.

MARCH 26: West Jersey Chapter, NRHS regular monthly meeting, 7:30 PM at Haddonfield Borough Hall, 242 Kings Highway East, Haddonfield, NJ (several blocks east of PATCO station). West Jersey Member Bob Farrell will present slide program on last four years of Union Transportation Company freight service between Fort Dix and Shrewsbury Road.

THROUGH APRIL 15, 2007: "A Moveable Feast: From the Farm to the Table by Train," exhibit at Railroad Museum of Pennsylvania, Strasburg, showing how the railroads have delivered food to Americans over the years, and how they served millions of passengers in their dining cars. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: www.rrmuseumpa.org).

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



SEPTA
TRANSIT

"SEPTA Funding: The Final Crisis?" was the title of a joint statement released last month by SEPTA Chairman Pasquale Deon, Sr., and General Manager Faye Moore. In it, they warn that 2007 "could be the year that Pennsylvania will decide whether public transportation will continue to serve its vital role in the economy of southeastern Pennsylvania, or whether it will be crippled by massive reductions in services and increases in fares." Referring to the decades-long effort to secure a predictable funding source for transit, Deon and Moore said that the years of frustration, crisis and uncertainty about SEPTA's financing may be coming to an end. "Have we reached our final crisis?" they ask.

Even with Governor Rendell's re-election and the Democrats' slim margin of control in the House, the prospects for enactment of a permanent transit funding bill remain uncertain. With the recently-issued report of the Transportation Funding & Reform Commission in hand (see December *Cinders*), both the Governor and Legislature have a blueprint from which to resolve the financial dilemma. Now it is time for action. We've heard doomsday talk from SEPTA before, but this time there seems to be no alternative to the establishment of a predictable funding source for all transit agencies in the State. It will be interesting to see what will happen in Harrisburg—if anything—to address this "final crisis."

Meanwhile, to buy additional time, SEPTA has decided to meet the \$36.8-million shortfall in the current operating budget by dipping into its capital accounts. Work on several construction projects will be deferred, after the board authorized diversion of those capital funds to the operating budget as a means of continuing normal service through the end of the fiscal year in June. But after that the roof could fall in, with an operating deficit of \$120 million to \$140 million projected for FY 2008 starting on July 1. There will be no immediate fare hikes or service cuts, but if an infusion of new State subsidies is not soon forthcoming SEPTA riders can expect a series of very unpleasant actions to erase the deficit. Among the capital programs affected by the diversion of funds are planned bus purchases, modernization of railroad substations, installation of automated fare collection systems and subway station improvements For the second year in a row, SEPTA will host two meetings to receive public comment on its proposed Fiscal Year 2008 capital budget and 12-year capital program. The meetings will be held on Monday, January 29, at 11 AM and 5 PM in the board room at 1234 Market Street. After completion of the budget, a full-scale public hearing will be scheduled in May.

SEPTA has suspended its weekend shutdowns on the Market Street elevated until spring. The last shutdown west of the 46th Street station took place over the weekend of November 17-19

.....In its November 13 edition the *Inquirer* ran a long op-ed article supporting the expansion of light rail service on SEPTA. The following week a letter to the editor appeared from someone in Berwyn representing an unknown outfit called the "American Dream Coalition," who blasted rail transit as "a massive fraud on the taxpayers of this region." Instead, the writer intoned, transit should be privatized with small buses operating on public highways substituting for rail. Evidently, this is the "dream" the organization has in mind.

SEPTA's holiday trolley for this season is PCC-II #2320, operating on Route 15 Girard Avenue. For years, Operator Gary Mason has emblazoned a Kawasaki car with festive decorations, Christmas lights and wreaths, plus seasonal music for riders to enjoy, but this year he has turned his talents to a rebuilt PCC.....A total of four buses, two each from Callowhill and Southern depots, had festive U. S. Postal Service "Christmas" wraps placed on the during December (Al Gaus, Jim Sparkman).....*Trains Magazine*, in its January issue, lists America's top ten rail transit and commuter systems. Although SEPTA is ranked as the nation's fifth largest transit system, in 2005 it was fourth in terms of *rail* ridership with 136 million annual passengers. MTA NEW YORK CITY TRANSIT was #1 with 1.78 billion riders, WASHINGTON METRO was second with 270 million and CHICAGO TRANSIT AUTHORITY third with 154 million. NJ TRANSIT ranks 7th with 81 million rail riders.....The president of Transport Workers Union Local 234 last month accused SEPTA of condoning racist behavior by some of its middle and lower-level managers. He said SEPTA should take immediate action to end discrimination against minority employees, at a time when everyone should be "pulling in the same direction" to secure more State funding.

On November 28 SEPTA and local officials dedicated the new glass-block and metal-frame structure at the Route 13 trolley loop in Yeadon. The project, which also includes improved lighting, cost \$600,000.....A new headhouse has been placed at the eastbound 37th Street subway-surface station on the University of Pennsylvania campus. It is a replica of the front section of a Peter Witt trolley. A gift of the Class of '56, the replica was fabricated by the well-known Gomaco Company, and includes an actual controller, brake handle, handbrake wheel, a truck, PTC green paint and winged emblem. Inside, above the wooden waiting benches, a poster gives a short history of trolley service on the Penn campus.....SEPTA has taken a flyer into archaeological research. A private firm was hired to excavate the area being cleared for the new parking garage adjacent to the Norristown Transportation Center at DeKalb & Lafayette Streets, the site of the long-gone Pennsylvania Railroad station. Many 19th-Century artifacts were recovered such as stoneware, glass bottles and a porcelain doll, as well as Native American relics thought to be at least 7,000 years old.

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SEPTA has introduced a new publication, "SEPTA in Motion," which will appear every two weeks highlighting upcoming events and transportation news. It can be downloaded from the website www.septa.org Starting last month SEPTA began operating a Route 20 shuttle bus between the Franklin Mills Mall and the newly-opened Philadelphia Park slots casino in Bensalem. With the February 11 schedule change a new Route 50 will run directly between the Frankford Transportation Center and Philadelphia Park Casino..... For Fiscal Year 2006 ended last June 30 SEPTA reports that it handled a total of 214.3 million passengers, while in FY 2005 passenger trips totaled 214.8 million. The latter figure was higher due partly to the effect of the seven-day strike on City Transit during FY 2006. Rail ridership for all modes was 99.3 million in 2006 and 97.5 million in 2005, which for some reason does not agree with the *Trains Magazine* figure cited above. Other interesting SEPTA stats for FY 2006 include a total of 91.6 million vehicle miles operated, using a fleet of 1,373 buses, 185 trolleys, 343 subway-elevated cars, 349 railroad cars and 424 paratransit vehicles.



SEPTA REGIONAL RAIL

A colossal \$3.5-billion development has been proposed for the center city area to include a series of ten skyscrapers, some up to 60 stories high. The structures would be built partly on air rights over SEPTA's four-track mainline from the 20th Street portal to west of 23rd Street and partly along the Schuylkill River. To be called "Philadelphia River City," the proposal has generated heavy opposition from nearby residents who fear the soaring towers would block out the sun over their Logan Square neighborhood. And City Council was preparing to weigh in with a new law prohibiting any buildings in the area from exceeding 125 feet or about seven stories in height. The development would include residential, commercial and retail space, along with a hotel and a glass-enclosed walkway across the river to 30th Street Station.

Some SEPTA engineers are complaining that the cab signal system recently installed on the Mainline through Jenkintown and Glenside to Penllyn is not always up to the job. They say that in some cases the signals have too few aspects to provide timely information when trains approach an interlocking. Reportedly, CSX freight trains on occasion have run through stop signals because the approach signals did not offer sufficient warning for a heavy train to stop in the prescribed distance SEPTA operated two "Santa Express" Regional Rail trains to the Gallery in center city on Friday, November 24. The train from Paoli was a five-car push-pull set powered by AEM-7 #2307, while five Silverliner IV's came from Chestnut Hill West.

SEPTA finished work on the canopy of its new Fort Washington station earlier than expected, restoring half-hourly midday service to and from Lansdale on December 22. But the revised R5 timetable had already been printed with an effective date of December 26..... SEPTA has leased its old Chester Creek branch between Wawa and Upland to Delaware County, which will enlist a non-profit group to convert the property into a hiking-biking trail. The 6.7-mile ex-Pennsy line has not seen a train since 1971, when it was heavily damaged by a flood. The entire project is expected to cost \$3.4 million over several years..... In early December SEPTA still was fighting the battle of the leaves, running its gel and high-pressure rail washing trains on SEPTA-owned lines, as well as on the R5 Paoli-Thorndale line. Former FA #615 and former F7 #622 operated as cab cars on two of these trains..... SEPTA scheduled special trains for New Year's Eve revelers on nearly all of its Regional Rail lines, leaving center city stations after 1 AM.

During the past few weeks SEPTA has experienced an unusual number of catenary failures. Here are some of the incidents: Early on November 21, southbound R1 train 0199 got a pantograph tangled in the wire just south of Jenkintown station, bringing down the catenary over both tracks. Within an hour one track was restored to service. Numerous trains were delayed between three minutes and a half-hour during the morning rush and three trains were annulled, including #0199. Later that morning southbound R5 #527 also suffered a broken pantograph a mile north of Jenkintown, causing damage to the catenary and more delays on the Mainline. At 7:20 AM on November 29, R6 Cynwyd train #7657 consisting of single MU car #415 tore down the wire over #1 track near 52nd Street in West Philadelphia. Numerous R5 trains were delayed as they were forced to operate on #2 east of Overbrook and seven Cynwyd trains were cancelled. At 6:45 AM on December 6 R5 train #516 sustained a bent pantograph on one of its cars at 30th Street Station. Fearing possible catenary damage, SEPTA imposed a 30-mph speed restriction between "Zoo" and 30th Street, delaying many trains during the next two hours.

The inevitable falling trees also made their mark last month. Just before 6 PM on December 1 a tree fell near Gravers station on the R7 Chestnut Hill East Line, fouling the catenary. The obstruction was cleared in less than an hour, although several trains were delayed and two annulled. On the 17th a tree fell on the catenary near the Crestmont station on the Warminster Line. The crew of train #2134 managed to move the tree after a 25-minute delay..... A CSX signal failure interrupted service between Woodbourne and West Trenton during the evening of December 1, delaying three SEPTA trains, and the problem reoccurred on the morning of the 8th, with predictable results. That same morning a signal outage at Jenkintown caused a host of delays. A signal failure between Media and Elwyn on the morning of December 9 forced several R3 trains to turn at Media with bus service provided beyond..... A 1-1/2-hour loss of AMTRAK's power feed through 30th Street Station and the center city tunnel resulted in at least 15 annulments of SEPTA trains and many delays on the morning of Sunday, December 24.

Trespasser incidents were reported on six occasions during the past few weeks. On November 21 a woman rushing to cross the four-track mainline at Overbrook station fell in front of Bryn Mawr local #4007 but was not struck. (Every day, this station sees a number of trespassers crossing the tracks rather than

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using the undergrade tunnel.) Three days later a 44-year-old woman attempted suicide by lying on the #1 track at St. Davids station, but train #594 was able to stop before running over her. At 1:50 AM on December 5 an intoxicated man walking on the AMTRAK mainline near Island Avenue in southwest Philadelphia was struck and killed by a deadheading SEPTA train, which had operated as an extra after the Eagles Monday night football game. Four days later, at about 8 AM, train #1807 hit and seriously injured a trespasser south of "Hunt" interlocking near Wayne Junction. A four-legged intruder delayed R7 service on the evening of December 16 when Trenton-bound train #1730 struck a deer on the Amtrak main near Holmesburg Junction station. The impact damaged a brake pipe, forcing the westbound train to be annulled.....On December 22 AMTRAK train #658 struck a trespasser near Villanova station, delaying three SEPTA R5 trains for up to half an hour. The trespasser was injured.

Around Noon on December 2 CSX train Q418 went into emergency on track #2 at West Trenton, delaying three R3 trains for nearly an hour each. The problem was exacerbated by the fact that the #1 track already was out of service while the SEPTA wire train worked on the catenary. West Trenton Line service was twice disrupted by errant automobiles. On Thanksgiving evening, November 23, a car got stuck in the gauge of the #2 track near the Red Lion Road crossing north of Bethayres, and on December 13 an overturned vehicle fouled both tracks at Red Lion Road. Several R3 trains were delayed by both incidents. Finally, on December 4 a bizarre trouble report came from the crew of push-pull train #6325 at West Trenton, when the horn on ALP-44 locomotive #2308 became stuck and was constantly blaring. The train was delayed for 16 minutes until the horn could be repaired Upper Southampton Township has negotiated a lease with SEPTA of the ex-Reading Southampton station building. Restoration of the long-vacant structure will be carried out by the recently-formed Southampton Railroad Station Society (Rich Werner).



AMTRAK's new president, Alexander Kummant, last month shook up his top management organization at the railroad's Washington headquarters. Ousted were four senior executives while a fifth was temporarily reassigned. One of those terminated was Vice President Marketing & Sales Barbara Richardson, a longtime manager who hired on at Philadelphia in 1994. While known for her authoritarian style, Richardson also was responsible for some significant improvements at Amtrak, including the introduction of the automated agent "Julie" and commissioning the bold Art-Deco-style ads used in recent years to promote the Acela and Northeast Corridor services. Others shown the door were Chief Financial Officer David Smith, Vice President Communications William Schulz and Police Chief Alfred Broadbent. General Counsel Alicia M. Serafy, whose department was blamed for poor oversight of Amtrak's outsourced legal work (see November *Cinders*), was reassigned to the president's office for a 90-day period. These changes were seen as a normal consequence of a new president bringing in his own people (National Corridors Initiative, *Trains*).

The fallout from these actions is still being gauged, but here are the job changes reported to date: Eleanor Acheson, an attorney with 30 years of experience who served as assistant attorney general in the Clinton Administration, will join AMTRAK in January as the new general counsel. She is the granddaughter of former Secretary of State Dean Acheson. Emmett Fremaux, who has been vice president customer service, will gain additional responsibility for marketing and sales in a department renamed Marketing & Product Management. Vice President Public Affairs Joseph McHugh will again head the Corporate Communications Department. Ed Trainor, a former Amtrak executive, will return as chief information officer. When asked by Bloomberg News, NARP Executive Director Ross Capon said, "There are some good changes here, especially naming Emmett Fremaux as the new head of marketing. (He is) a service-oriented person, so it's good to have someone who understands service issues and places a high value on them..." Capon also said that NARP respects McHugh's work and endorses his promotion (*Trains*, NARP).

The AMTRAK Operating Department also has seen major changes. Assistant Vice President Thomas P. Schmidt, a retired CSX executive who was hired just last spring, has been replaced on an interim basis by Jon Tainow, the former head of the National Operations Center. Tainow will report to Senior Vice President & Chief Operating Officer William Crosbie. The Police & Security Department has been separated from Operations, and will be headed by James McDonnell, a counterterrorism expert who worked at the Department of Energy and the White House. He will report directly to President Kummant. Deputy Chief Engineer Construction Frank Vacca was elevated to the position of chief engineer (*Trains*).

Since our report last month, AMTRAK seems to have worked out some of the operating kinks on its Philadelphia-Harrisburg Keystone Corridor. Amtrak may have been a bit premature in introducing its new speeded-up service on October 30, before the planned completion of all the necessary trackwork last month. But by mid-December on-time performance had improved to 80 percent, from 40 percent a month earlier. One newspaper account said that some riders had complained that the Ardmore stop on weekdays had been eliminated for all but four eastbound trains and all but six westbounds—which Amtrak attributed to low ridership at that station. It is understood that 11 Capitoliner cab cars are assigned to the Keystone service, and this writer has spotted ten of them. They are 9634-9636, 9640-9641, 9643, 9645-9646 and 9649-9650. Their original Metroliner numbers are 810, 823, 816, 808, 805, 815, 800, 813, 807 and 819 respectively.

Former AMTRAK President David L. Gunn has released his first report as adjunct scholar at the Free Congress Foundation in Washington. Entitled "Amtrak's place in a rational transportation system," the study analyzes the progress Amtrak has made since Gunn took over as president in May 2002, and points out how the railroad is suffering from the absence of any coherent national transportation policy.....A report released in late November recommends the transfer of AMTRAK's ownership in the Northeast Corridor to the U.S. Department of Transportation and calls for control of the Corridor to be vested in a new Federal-state corporation. This "Northeast Corridor Action Plan" was prepared at the Alan M. Voorhees Transportation Center at Rutgers University for the Newark Regional Business Partnership. Under the proposal half of the voting rights in the new corporation would rest with the Federal government and half

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with the governors of the eight participating states, with Amtrak having no direct control over Corridor operations. Amtrak would be hired as a contractor to operate it, with Uncle Sam and the states funding capital investment on the same 80 percent-20 percent formula now used for highways (NARP, *Railpace*).

AMTRAK has agreed to spend \$200,000 to clean up its right-of-way near the Trenton station, which has become a favorite dumping ground for nearby residents. In exchange for this, the City has promised to increase police patrols in the area in an effort to discourage the illegal dumping. Amtrak also will install security fencing along its tracks (NARP).....AMTRAK plans to build a new "Rheems" interlocking at milepost 83.4 on the Harrisburg mainline, halfway between Elizabethtown and Mount Joy. This undoubtedly will require more single-track operation (PRRT&HS).....AMTRAK has installed an intertrack fence at the Merion station, leaving Overbrook, Narberth and Bryn Mawr as the only stations along SEPTA's R5 Paoli-Thorndale line without such fencing..... Lower Merion Township last month closed the rickety Merion Avenue bridge over AMTRAK's Harrisburg mainline in Bryn Mawr. The span will be the third ancient overpass in the area to be replaced, the others being the Route 320 bridge in Villanova and the ongoing work at Church Road in Ardmore.

AMTRAK Chairman David Laney said last month that he expects a report to be released soon on the horrendous power failure that shut down the Northeast Corridor last May 25. It was the most serious of several outages that affected operations on the Corridor during 2006.....AMTRAK has completed work on waterproofing one of the two tunnels under the Hudson River between New Jersey and New York City. Some waterproofing also was done in the East River tunnels leading to Long Island. These improvements are expected to reduce wintertime problems caused by icing and power failures in the tunnels.....AMTRAK received some favorable TV news coverage during the devastating blizzard that struck Colorado a few days before Christmas. While Denver International Airport was totally shut down for nearly three days, Interstate highways were closed and Denver and other Front Range cities paralyzed, some lucky travelers were seen boarding the *California Zephyr* at Denver Union Station. Although the Chicago-Emeryville (CA) *Zephyrs* operated hours late during and after the storm, NARP reported the trains were jammed and passengers were thrilled just to be moving.

Prior to adjourning early on December 9, Congress passed another continuing resolution to fund most government departments at the 2006 level through February 15, 2007. Thus, funding for AMTRAK and hundreds of other Federal agencies will continue, but the new Democratic-controlled Congress faces the task of completing many spending bills for the current fiscal year because the retiring Republican-led Congress decided to let the other party struggle with the complex legislation. And soon deliberations will begin on funding for Fiscal Year 2008 which begins this October 1.....AMTRAK has upgraded first-class meal service on Acela Express trains, restoring a hot entrée option at all three meals. The hot dishes were discontinued in 2005 after braking problems sidelined the high-speed fleet. Some Acelas also provide at-seat cart meal service in business class.....AMTRAK is planning to convert some long-distance dining and lounge cars to "diner-lounges," which

will offer continuous sit-down meal service between 6 AM and 11 PM, with a wider menu variety. The prototype Superliner car, #37000, is operating this month on certain runs of the **Capitol Limited** between Washington and Chicago (*Trains*).

AMTRAK last month ran some ads announcing a contest to win a \$15,000 MasterCard gift card. Featuring a waiter with a MasterCard on his tray, it is done in the Art-Deco style credited to Marketing VP Barbara Richardson (see above)Through this month and next AMTRAK is offering AAA members 50 percent off companion fares on several trains, including the **Pennsylvanian**, **Capitol Limited**, **Crescent** and **Lake Shore Limited**. The tickets are good for travel between January 3 and March 15. For details, call 800-USA-RAIL or visit www.amtrak.com AMTRAK has reached a new five-year agreement with the Transportation Communications Union, representing call center employees. The agreement calls for Amtrak to end its efforts to outsource call center jobs, but new employees will start at a lower pay grade. Many of Amtrak's unions have been without new contracts for as long as five years, and some have staged protest demonstrations (NARP).

AMTRAK successfully handled the usual crush of passengers during the November 21-27 Thanksgiving week, its busiest travel period of the year. A total of 19 holiday or Regional extra trains were operated on the Northeast Corridor, bearing four-digit numbers prefaced with 1's or 3's. Each extra ran a single trip on Wednesday, Thursday or Sunday. Twenty-seven added Acela Express trips were operated, and several Regional trains normally scheduled only on weekends also ran on Thursday, Thanksgiving Day. Amtrak said that it fielded a total of 55 extra trains on the Corridor during the holiday period. Philadelphia-Harrisburg service also was augmented, and travelers riding the normally-unreserved Keystone trains west of Philadelphia were required to obtain reservations. One HHP-8-powered MARC trainset was pressed into service between Washington and New York, NJ TRANSIT contributed two MU sets and a pair of SEPTA push-pull trains served as backup at Philadelphia.



**CSX, NS,
OTHER ROADS**

CSX and the City of Philadelphia reportedly have reached agreement in the three-year-long dispute over pedestrian access to Schuylkill River Park (see August Cinders). According to accounts in the *Inquirer* and *Daily News*, the railroad has agreed to allow the at-grade crossings at Locust Street and Race Street to remain open, with the City to install automatic sliding gates and additional fencing to protect the crossings. The two tracks of the Philadelphia Subdivision skirt the east bank of the Schuylkill through center city, with the park occupying the space between the railroad and the river. CSX had contended that the crossings were a safety hazard and should be closed down, and even filed suit in Federal court more than a year ago to enforce this decision. To counter this the City, backed by a grass-roots citizens organization, began negotiations to keep the crossings open for people who wish to reach the hiking-biking path stretching from Locust Street to near the Art Museum. If the crossings were closed the park would be accessible only from the north end near the museum or via

PHILADELPHIA EXPRESS (Continued from Page 6)

stairways/ramps from the Market, Chestnut and Walnut Street overhead bridges. CSX also agreed to stop parking garbage trains in the riverfront area, which had been an added source of annoyance for nearby residents. City Council still must approve the crossing agreement.

CSX reopened one track over its Anacostia River bridge in Washington DC, on December 6, after the span was closed due to structural defects on November 13 (see December Cinders). Built by the Pennsylvania Railroad, the bridge now serves as a key link in CSX's main route between the South and the Northeast and its closure created major headaches for the railroad. During that period CSX was forced to detour a number of trains over NORFOLK SOUTHERN lines through Hagerstown, MD, Harrisburg and Reading, and via its own circuitous route through Cincinnati. But several premium trains such as intermodal Q171, Q172 and Q173, as well as the Tropicana Orange Juice train, were moved through AMTRAK's First Street tunnel in Washington and Union Station.....The Department of Homeland Security has advanced a plan to install surveillance cameras and sensors along CSX and AMTRAK lines in the District of Columbia. It is the latest step in an effort to safeguard the City and especially government buildings from a terrorist attack. The system also includes virtual "gates" that would identify freight and passenger trains and scan them for radioactive or toxic materials (*Trains*).

NORFOLK SOUTHERN plans to spend \$1.34 billion in 2007 for capital improvements, of which \$321 million will go to the purchase 53 new six-axle locomotives and to upgrade existing units. This compares with the \$1.2 billion spent last year. CSX's capital budget for 2007, meanwhile, will be in the range of \$1.3 billion, about the same as last year (*Railway Age*)CSX has acquired 18 former CONRAIL GE-built B40-8 locomotives from NS, #4800-4817. They will be renumbered 5962-5979 (*Railfan & Railroad*) CSX this year will step up its program to equipment road locomotives with a wireless device known as ERAD, the event recorder automated download. ERAD collects and transmits data in real time to monitor train handling by engineers (*Trains*)..... Henry G. "Hank" Allyn, 86, a former Pennsylvania Railroad passenger executive who became president of the Pittsburgh & Lake Erie Railroad in 1969, died December 10 in Sewickley, PA. Allyn was instrumental in keeping the P&LE independent of CONRAIL when that road was formed in 1976. The P&LE finally was absorbed by CSX in 1993 (*Trains*).

On Monday, December 11, NJ TRANSIT introduced its new multilevel passenger cars to Northeast Corridor passengers, operating six of the new cars as train # 3844 from Trenton to New York. The first of 234 multilevels ordered by NJT from Bombardier, they are more than two feet taller than standard coaches and have 15 to 20 percent greater capacity, but fit within the clearance envelope of the Hudson River tunnels leading to Penn Station. Costing \$1.9 million each, the two-level cars have numerous amenities built into them—and none of the despised three-passenger seats. NJT plans to name some after on-line communities, with Trenton, Rahway and Newark among the firstLast month NJT and three casinos signed an agreement to begin direct rail service between New York City and Atlantic City by the end of this year. Utilizing the new multilevel cars, the demonstration service will be funded principally by the

three casinos, Borgata, Caesars and Harrah's. The 2-1/2-hour runs will operate via Frankford Junction in Philadelphia, rather than into 30th Street Station (*Trains*).....U.S. DOT Secretary Mary Peters last month announced a \$2.6-billion Federal grant to help pay for a new underground route to allow LONG ISLAND RAIL ROAD trains to operate directly into New York's Grand Central Terminal. The so-called East Side Access project will incorporate the already-built 63rd Street tunnel beneath the East River.

Bennett Levin's "Liberty Limited II" special train to the Army-Navy Game in South Philadelphia on Saturday, December 2, was another rousing success, emulating the first "Liberty Limited" operated a year earlier. The train was made up of ex-Pennsy E8A locomotives #5711 and 5809 on the point and 18 private cars including the Levins' heavyweight business car **Pennsylvania 120** at the rear. (Washington, DC Chapter's **Dover Harbor** was the 14th car from the head end). Hosting 102 wounded soldiers, sailors and Marines from Walter Reed Army Hospital and Bethesda Naval Hospital, the special operated from Washington Union Station via AMTRAK's Northeast Corridor and the CSX-owned Delaware Extension to Greenwich yard, where the guests were bused to Lincoln Financial Field for the annual fall football classic. In addition, there were 30 family guests, 15 car owners, 38 cooks and wait staff, 24 military support from the hospitals and 20 others including the crew, for a total of 229 persons on board. At Philadelphia, all of those who did not attend the game, including crew and SEPTA bus drivers, were served lunch on the train.

The Levins, Bennett, Vivian and Eric, again enforced their policy of allowing no politicians, military brass or journalists on board, although one writer for the Daily News, Ronnie Polaneczky, was invited to participate as a steward, which she did. She then produced a full report for the newspaper's December 5 edition. One fact given little publicity was the appearance at the stadium of the recently-resigned secretary of defense, Donald Rumsfeld, who greeted each wounded veteran. The train returned to Washington after the conclusion of the game. Earlier, a four-car deadhead move with the E8's ran from Philadelphia to Washington on November 30, returning on December 3. All of the railroads, car owners and contributing suppliers donated their goods and services, which made the complex arrangements possible. Needless to say, in spite of little or no advance publicity, numerous photographers were seen along the railroad as the gleaming "Limited" roared by.

Bennett Levin's JUNIATA TERMINAL, owner of the two ex-Pennsy E8's, has sold its third ex-CONRAIL cab unit to the NEW YORK & GREENWOOD LAKE RAILWAY of Garfield, NJ. The E8A cab unit was built by EMD in 1951 as Erie #833, later becoming Erie Lackawanna #833 and finally Conrail #4022. It last was used on office car specials for Conrail before being purchased by Juniata Terminal five years ago. It has been in storage at JTFS's Philadelphia shop ever since. The NY&GL operates a 1.8-mile spur between Garfield and Passaic, NJ, using an SW9 and two GP9's in Erie-style paint. The plan is to restore #4022 as Erie #833 in its original two-tone green livery. Following restoration later this year, some excursions are planned with the unit (*Trains, Railpace*).....MARC has begun an 18-month process of overhauling its four AEM-7 electric locomotives. The units now are 20 years old (*Railpace*).

With this month's issue, Trains Magazine has returned to its traditional cover design, as the all-capitalized "TRAINS" title

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Editor's Note: In this issue of CINDERS, there are information tables provided by the writer of ODDS AND ENDS, which will be found on Pages 9 and 10.

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).

Some 100 years ago, on January 1, 1907 along the Pennsylvania Railroad, a private funeral was held for A. J. Cassatt at his town house on Philadelphia's West Rittenhouse Square. Interment was at the Episcopal Church of the Redeemer in Bryn Mawr. PRR officials attended, but not as an official delegation, with no funeral trains run, not service halted (*PRR Facts*).....There were any number of trolley funeral cars, but the Philadelphia & Reading had one funeral car, #1793. Originally a parlor car, the 1793 was built in 1893 to operate to trackside cemeteries. In addition to an area for the coffin, the car could seat 36. When L. J. Barratt, freight agent, died in June 1917, the car was sent to his home at Sewaren, NJ, where it carried his remains to Port Reading. The car was spotted there for employees to pay their respects; following that, the car moved to the Philadelphia area enroute to burial (O&W Chapter).....Nearly 50 years ago, on January 19, 1958, the Pennsylvania Railroad operated the last run of Sunday passenger service west of Media on the West Chester Branch (Chris Baer).

For sale from the North Country: Sixteen (16) ex-VIA Rail Canada LRC locomotives and 27 ex-VIA Rail Canada Budd RDC cars. Interested? Contact Moncton Loco Works/Industrial Rail Services, 299 Humpyard Road, Moncton, NB, Canada. Also, nine (9) EMD GP49 four-axle diesel locomotives are for sale by the Alaska Railroad (907-265-2481) (*Railway Age*).....How many railroads served their nickname/shortened name towns? Try these for size: Katy, TX; Monon, IN; Santa Fe, NM; Rutland, VT; Burnington, IA; Rock Island, IL; West Point, GA; Milwaukee, WI; Reading, PA and New Haven, CT. Sorry, Rio Grande, NJ doesn't count! Roy would welcome any other additions to the list, with apologies to the late *Trains* Editor David P. Morgan.....Burlington Northern Santa Fe has sued the estates of two people killed last November when a truck belonging to one of them was struck while sitting on the tracks near Albuquerque, NM. BNSF's lawsuit claims damage to track and locomotive in excess of \$75,000 (*USA Today*).

In 1942, 57 daily Pennsylvania Railroad passenger trains stopped at Altoona, PA. At that time, the **Spirit of St. Louis**, **Iron City Express**, **Pittsburgher**, **Broadway Limited** and **The General** were all-Pullman trains. The **Jeffersonian** and **Trail Blazer** were deluxe all-coach trains with dining and observation cars. The lowest of the low in this group were Trains #510/511 that were milk/passenger locals operating via the Bald Eagle Branch and from Williamsport. With the flow of freight trains and helper locomotives, that must have been a super train-watching location (Bert Pennypacker).....Today, the 55-mile section of Amtrak's Northeast Corridor between New York's Penn Station and Trenton is the busiest passenger corridor in the United States (Roy suggests possibly the Western Hemisphere?), hosting hundreds of NJ Transit and Amtrak trains. NJT trains account for most of the traffic with some 400 trains and about 100,000 daily commuters (*Railway Age*).....Some 50 years ago, on January 23, 1957, Southern Pacific Railway was completely dieselized (*Time Lines*).

A new Bucks County visitor center opened during November at the ex-Reading Quakertown station. The 100-year-old building has been recently restored. Also, the 125-year-old ex-Reading station at Manheim in Lancaster County has been refurbished and contains a historical museum (*Flimsies*).....With the cooperation of the East Broad Top Railroad, the Friends of the EBT (FEBT) has obtained title to the former EBT station in Robertsdale. Restoration efforts begin this year (*FEBT Newsletter*).....A laser-cut HO scale wood model of the Reading station at Rushland, PA on the former Reading New Hope Branch (now New Hope & Ivyland) is available. Send \$39.95, plus \$4.00 shipping to the Reading Company Technical & Historical Society, P. O. Box 15143, Reading, PA 19612-5143 (*Crusader*).....Earlier, during 2006, a model of the Reading shelter at Huntingdon Valley, on the ex-RDG Newtown Branch, was issued. Contact Jenkintown Train & Hobby (215-884-7555) and they'll order one for you.

The "train that never was": In the late 1940's, Jersey Central considered operating a new "crack" passenger train. It was to consist of an EMD F3A A-B-A diesel set and smooth-sided passenger cars. The train was to be painted in CNJ's blue-and-tangerine color scheme and was to be a companion to the CNJ-RDG Jersey City-Harrisburg **Queen of the Valley**. It never made it beyond the planning stage (J. Wirzbicki, Jr.).....After almost 40 years working from a Detroit suburb, Lionel Trains is back with a showroom on Manhattan's Madison Avenue. They want to bring Lionel out of the (old) hobbyist's basement and into the "realm of popular culture". The bankrupt company has licensing deals with movies like "Polar Express", the "Harry Potter" series and NASCAR Racing and New York's MTA subway cars; Lionel's milk and cattle-unloading cars, however, are history (*Semaphore*).

A curious sight greets people traveling through certain subway stations in New York City. At these locations, there are no humans to take your money, their jobs replaced by vending machines. But, alas, the token clerks of yore are not gone; some 570 of them have been "promoted" to the new job of customer assistance consultants! That means they sit in the token booth staring out the window! On the subject of the \$9.9-billion transit sinkhole in New York, you can "Google" *Gelinas, How to Save the Subways!* (*Forbes Magazine*).....When Federal Government money is available!! Economic development groups say Wyoming should take part in a study of running high-speed passenger trains between Casper and Albuquerque, NM. Front Range Commuter Rail is proposing a \$4.4 million feasibility study!! Whew!! (*USA Today*).

About 100 small towns receive Federal subsidies to keep airlines flying to their airports. Critics say it is expensive and unessential. What do you think? Many towns, such as Lewistown, MT and Brookings, SD receive service from planes carrying only 3 or 4 passengers. In 2005, Lewistown received fewer than three people a day, with each ticket subsidized to the tune of \$472.78 of taxpayer dollars. Brookings, meanwhile, only had 2.5 passengers per day, receiving a subsidy of only \$677.11 per passenger! And these people complain about the taxpayer subsidy to Amtrak????!!.....However, things are no better in the United Kingdom. A 44-percent rise in passenger rail numbers over the past 12 years looks good, but at a cost. Public subsidy now stands at almost 5 billion pounds a year, four times more as when rail was "privatized" in 1994. Much of that money pays for under-used rural services to cart fresh air from village to village, while commuter trains to large cities such as London are jammed to the lids. South West Trains, which operates commuter services, actually ripped out seats to pack more standees on its trains!! (*The Economist*).

3rd Quarter, 2006 Results for "Big Seven" Freight Railroads

Railroad	Freight Revenue (in \$ billions)	Net Revenue (in \$ millions)	Operating Ratio	Recent Price Per Share	Annual Dividend
Burlington Northern Santa Fe	\$3.8	\$920	75.9	\$75	\$1.00
(1) Canadian National	C\$1.98	C\$497	57.4	\$54	\$0.30
(1) Canadian Pacific	N/A	C\$168	74.2	\$56	\$0.75
CSX Transportation	\$2.4	\$328	80.4	\$36	\$0.40
Kansas City Southern	\$0.416	\$77.3	81.4	\$27	Nil
Norfolk Southern	\$2.4	\$416	70.1	\$49	\$0.72
Union Pacific	\$4.0	\$420	81.1	\$91	\$1.20

(1) – results stated in Canadian dollars

SOURCES: *Railway Age*, *Wall Street Journal*

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gave way to the old lower-case which had been discarded at the end of 1992......*Trains'* cover story for January is the "top ten" states from the standpoint of railroad interest. In a readers' poll Illinois ranked first, Pennsylvania second, California third, Colorado fourth and New York fifth *Railfan & Railroad Magazine* last month celebrated the 100th anniversary of its original predecessor, *The Railroad Man's Magazine*, which first was published in October of 1906 *Passenger Train Journal* has reappeared after an absence of ten years. It now is under the sponsorship of White River Productions, with Mike Schafer as editor and Chapter Member Elbert Simon as associate editor. PTJ's initial cover story is on the *Pennsy's General*.

CANADIAN PACIFIC last month ran its annual "Holiday Trains," the U.S. version again originating at Steamtown in Scranton on December 1. The brightly-lit train operated north to Montreal on the Delaware & Hudson, then back into the U.S. through Detroit, Chicago and the Twin Cities with several musical entertainers who performed at each of the many stops along the way..... According to recent reports, ex-PRR K4s #1361 is still a long way from completion of its rebuilding at the Steamtown shop in Scranton, where it has resided since 1996. The original plan was to restore the historic locomotive to operating condition within three years, at a cost of \$500,000. But over the past decade more that \$2 million has gone into the project, with no one yet able to predict an actual steam-up date (*Trains*) STRASBURG RAILROAD now is home to four locomotives restored more or less to their original paint schemes. Ex-CANADIAN NATIONAL 2-6-0 #89, ex-GREAT WESTERN 2-10-0 #90, ex-Norfolk & Western 4-8-0 #475 and ex-Pennsy 44-ton diesel #9331 all are in operating condition.

The Mittal Steel-owned UPPER MERION & PLYMOUTH RAILROAD will receive \$154,000 from PennDOT's Rail Freight Assistance Program for track improvements at the plate mill near Conshohocken. Originally built by Alan Wood Steel, this mill and its captive railroad have been owned successively by Lukens Steel, Bethlehem Steel, International Steel Group and now Mittal, the world's largest steel manufacturer.....SMS Lines, the Bridgeport (NJ)-based switching carrier that has assembled a large fleet of Baldwin diesel locomotives, has set up a similar operation at an industrial park in Guilderland Center, NY, near Albany (*Trains*)The long battle between Pennsylvania and

New Jersey over the issue of dredging the Delaware River to the Port of Philadelphia has paralyzed the Delaware River Port Authority. It has been over a year since the DRPA board has met because Governor Rendell, who chairs the board, has refused to call a meeting. But so far, the operations of PATCO, a subsidiary of the DRPA, have not been affected, although future capital projects could be delayed.

The Transportation Security Administration last month proposed new rules for the handling toxic inhalation hazard (TIH) chemicals in railroad tank cars. Dangerous chemicals such as chlorine and anhydrous ammonia would be subject to the new regulations, which will particularly stringent in urban areas such as Washington, DC, which could be subject to a terrorist attack. Each railroad must appoint a liaison to the TSA and the government will set up a tracking system for all such shipments. "A toxic emission from an attack against a chemical facility or hazardous chemicals in transit is among the most serious risks facing America's highest threat areas," said Homeland Security Secretary Michael Chertoff. Also last month, President Bush issued an executive order instructing the Department of Homeland Security to draw up a comprehensive plan to strengthen security on the nation's surface transportation systems, including "mass transit, commuter and long-distance passenger rail, freight rail, commercial vehicles and pipelines, and related infrastructure (including roads and highways)"Not too many years ago the *Official Railway Equipment Register* carried a listing for the Head-On Collision Line, a private company which actually owned a total of 92 tanks cars bearing the reporting marks "HOCX."

The Federal Railroad Administration has released a study which shows a strong correlation between train accidents and employee fatigue. The study found that human factors caused nearly 40 percent of all train accidents over the last five years and FRA concluded that fatigue played a role in about one out of four of those accidents. The FRA recommended that railroads work to improve crew scheduling to reduce the potential for fatigue on the job (*Railway Age*)..... A new FRA regulation took effect last October which requires more detailed inspections of the 90,000 miles of track in the U.S. with continuous welded rail (*Railway Age*) "Lionel, the Greatest Gift," is the title of an article in the December issue of *American Heritage Magazine*, covering the history of Lionel model trains. The cover photo illustrates a 1955 Lionel catalog.....Walter Rich, president of the NEW YORK, SUSQUEHANNA & WESTERN, has been fined \$75,000 for illegal lobbying activities, including the Baseball Hall of Fame events he hosts annually at his mansion in Cooperstown, NY, for State officials and others (*Trains*).

Philadelphia Chapter Excursion Information Wanted

On September 18, 1949, Philadelphia Chapter operated a rail excursion on the Reading Railroad (and the Central Railroad of Pennsylvania), using a roundabout route from Philadelphia to Gordon, PA and return. Does anyone have (1) a consist of that trip, particularly the locomotives used, and (2) photos of the trip? If so, kindly contact Reading Company Technical & Historical Society Editor Richard K. Bates, 20 Knox Court, Chesterbrook, PA 19087-5707. Rick is a Chapter member and needs the above for a forthcoming article in the **Bee Line**, the RCT&HS magazine.

Amtrak's Fastest Growing Routes Fiscal Year 2005-2006

<u>Route</u>	<u>States/Cities</u>	<u>Percent Growth</u>
<i>Downeaster</i>	MA-NH-ME	22.9%
<i>Piedmont</i>	North Carolina	17.4%
<i>Ethan Allen</i>	VT-NY	14.4%
Keystone	PA-NJ-NY	12.7%
Bluewater	Chicago-Michigan	10.9%
<i>Carolinian</i>	NC-VA-New York City	10.9%
Hiawatha	Illinois-Wisconsin	10.5%
Empire Service	New York-Toronto	9.3%
Acela(Metroliner)	Washington-Boston	8.8%
<i>Vermont</i>	Washington-Vermont	8.8%
Chicago-St. Louis System	Illinois-Missouri	8.3%
		1.1%

SOURCES: Amtrak, *USA Today*

SEPTA Releases RDG Passes

On January 2, SEPTA announced that its Transit Museum Store would have sets of the six TrailPasses commemorating the 75th anniversary of the Reading electrification available for sale by Friday, January 5, 2007.

The Reading electrification was completed at a cost of \$20,000,000 in two stages in 1931 and 1932. A total of 120 cars were used on the initial project, with an additional 16 cars (motors and trailers) added in the late 1940's. Each of the motorized electric coaches cost \$45,000 (!) when purchased from Bethlehem Shipbuilding Corporation's Harlan & Hollingsworth plant in Wilmington DE, and some operated nearly six decades.

The passes, made from photos and a brochure provided by *Cinders* Editor and SEPTA employee Larry Eastwood, have background photos of Reading MU cars on five, with a copy of an electrification brochure from 1931 on the back. The passes were issued during July, 2006, with five weekly passes (July 3, 10, 17, 24 and 31) and the July monthly pass.

Passes may be purchased in person for \$5.00 per set (plus 35 cents Pennsylvania sales tax) at the Transit Museum Store, 1234 Market Street in the SEPTA headquarters downtown. They are also available by mail for \$5.35 for each set, plus \$1.95 shipping per order from: **Transit Museum Store, SEPTA, 1234 Market Street, Philadelphia, PA 19107-3780**. Quantities are limited, so early ordering is advised.

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