

CINDERS

NOVEMBER 2007



IN THIS ISSUE

Philadelphia Chapter News.....	1
Extra List.....	2
PHILADELPHIA EXPRESS, by Frank Tatnall.....	3
Pennsylvania RR <i>Broadway Limited</i> Ad Sampler.....	8
ODDS AND ENDS, by Roy L. Hudson.....	9

Volume 67

Number 10

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

PHILADELPHIA CHAPTER, NRHS WEBSITE ADDRESS: www.phillyNRHS.com

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.

2008 Dues Bills Delivered; Chapter Needs Financial Support

Most members of Philadelphia Chapter should have received their 2008 dues bills by now. As previously detailed in *Cinders*, the bills were mailed directly to members and not given to chapters to mail, as had been the practice for many years.

MEETING NOTICE:

FRIDAY EVENING, NOVEMBER 16, 2007

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) (*Note that some of these parking prices
 have changed and will be adjusted in a future issue of Cinders.*)

Our November, 2007 meeting will feature Chapter Member Chris Schulte with an interesting Power Point media presentation on his extensive experiences as an FRA track inspector. This program provides an inside look at track structure and its oversight as the Federal Railroad Administration seeks to keep the rails safe for freight and passenger traffic.

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, NOVEMBER 13, 2007 to Chapter Secretary Marie Eastwood at 215-947-5769.** The menu choices were not known at presstime, but the dinner always includes salad, entrée, dessert and beverage. **NO-shows will be responsible for payment for meals ordered! (Meetings for the 2007-08 year are held in the Faculty Club, on the 2nd Floor of the Alumni Hall.)**

Please note on your calendars that our December, 2007 meeting will fall on **FRIDAY, DECEMBER 14, 2007, which is the 2nd Friday of the month, as is our usual custom.**

Accordingly, there is no letter with your bills soliciting financial support to Philadelphia Chapter; however, we need help above and beyond your dues payments to continue many of the Chapter's programs. The National organization has included solicitation material of its own; the officers of Philadelphia Chapter would hope that you would give priority to our local needs, where you can be confident your money will be effectively used. As members manage their financial resources, the officers recognize that we may see a somewhat reduced level of Chapter donations, with more funds consumed by the 50 percent increase in National dues.

What the steep increase in National dues will do to our membership base is of deep concern to the officers. Several long-time members have written expressing their dismay over the increase and have indicated they will not renew their membership.

New Chapter Secretary Needed

Philadelphia Chapter will need a new recording secretary to replace Marie Eastwood for the year 2008.

After some 35 years membership in NRHS and Philadelphia Chapter, Marie has indicated that she will not renew her membership for the coming year, a casualty of the large increase in National dues.

Any member interested in becoming Chapter Secretary for the Year 2008 is asked to communicate with Chapter President David Kopena or Secretary Marie Eastwood, so an easy transition may be effected.

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

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

CHAPTER OFFICERS

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

COMMITTEE CHAIRS

Equipment.....David R. McGuire (856) 241-8046
Membership.....Sheila A. Dorr (610) 642-2830
Program.....William Thomas III (215) 545-3198
Publicity.....William C. Faltermayer (215) 591-9018
Sales.....Dave Kopena (215) 671-0605
Trip.....R. L. Eastwood, Jr. (215) 947-5769
Webmaster.....John P. Almeida (215) 361-3953

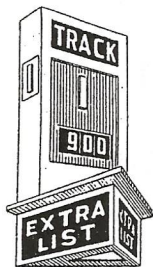
MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Faculty Club, Second Floor, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner (optional) at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM. No meeting July or August.

ANNUAL MEMBERSHIP DUES: \$50.00 per person, which includes Chapter and National dues. Chapter-only dues \$17.00 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.



NOVEMBER 24-25, 2007: Cheltenham Hills Model Railroad Club Open House, 12 Noon until 4:00 PM at 8000 Old York Road (at SEPTA Main Line bridge), Elkins Park, PA. Admission: free, but donations will be gratefully accepted. For further information, telephone Bruce Binder at 215-541-1190. Future open houses will be scheduled on January 5, 6, 12 and 13, 2008.

1957 - 50 Years Ago

1957 was a bellweather year on American railroads, according to a chronology contained on the NRHS website. In a year which saw many railroads discontinue regular steam locomotive operation, here are some highlights:

January 28, 1957 – Last use of steam in regular service on the Louisville & Nashville between Worthville and Louisville.

February 17, 1957 – Last use of steam in regular service on the Reading Railroad at Gordon, Pennsylvania.

March 16, 1957 – Last use of steam in regular service on the Milwaukee Road. All but one CMS&P steam locomotive had been out of service since December 1955.

March 25, 1957 – Erie Railroad commuter trains began using the Lackawanna terminal at Hoboken, New Jersey.

April, 1957 – Last use of steam in regular service on the Florida East Coast Railway at Bowden, Florida.

May 2, 1957 – Last use of steam in regular service on the New York Central at Cincinnati.

August, 1957 – Last use of steam in regular service on the Great Northern Railway.

August 27, 1957 – Last use of steam on the Atchison, Topeka & Santa Fe Railway at Belen, New Mexico.

August 30, 1957 – Louisville & Nashville acquires control, by merger, with the Nashville, Chattanooga & St. Louis.

December 2, 1957 – Last use of steam in regular service by the Pennsylvania Railroad.

December 31, 1957 – 1957 was the first year when the number of airline passengers exceeded that of intercity railroad passengers. Intercity bus ridership, meanwhile, had peaked in 1950 with about 33 percent of the market.

DECEMBER 1-2, 2007: Annual Holiday Train Show & Sale in Ocean City, NJ at the historic Music Pier on the Boardwalk at Moorlyn Terrace. Running displays, model trains of all gauges, parking available. Admission: \$3 adults, \$1 children. Show hours: Saturday, 10 AM-5 PM, Sunday 11 AM-4 PM. For additional information, telephone 609-525-9300.

DECEMBER 9, 2007: Abington Train Show & Sale, at Bryner Chevrolet, Route 611 (Old York Road) at Route 73 (Township Line Road), Jenkintown, PA. Hours: 9:00 AM to 7:00 PM. Admission: \$5.00 per person, children under 12 free. For additional information, please contact Paul Myers, 15 Mystic View Lane, Doylestown, PA 18901-2040 (telephone 215-345-5017).

DECEMBER 15-16: Greenberg's Train and Toy Show at Sun Center, Aston, PA, 10:00 AM to 4:00 PM both days. Operating layouts, model trains for sale, clinics and modeling seminars. Admission: \$7.00 adults (good for both days), children 11 and under free. More information in December *Cinders*.

THROUGH APRIL 2008: "Spanning Centuries: Railroad Bridges of Pennsylvania" exhibit at Railroad Museum of Pennsylvania, Strasburg, including historic photos, blueprints and artifacts. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: www.railroadmuseumpa.org).

2008 NRHS Convention

Fort Worth, Texas

June 16-24, 2008

(Mark your calendars now!!)

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



SEPTA TRANSIT

The controversy over imposing tolls on Interstate 80 across Pennsylvania continues to boil, after two U.S. Congressmen from the northwestern part of the State threatened to introduce legislation to prohibit tolling the highway (see September Cinders). Opposition has also surfaced along the route of I-80, with some politicians claiming that tolls will hurt their local economies—even though the original intention when the road was built in the 1960’s was to charge tolls. Statements such as “We don’t want to pay tolls to support inefficient transit systems in Philadelphia and Pittsburgh” now have led Pennsylvania Turnpike officials to promise that toll revenues from I-80 will be used solely to maintain that highway, with none of the revenues going to mass transit. In fact, the lease of I-80 to the Turnpike Commission as signed last month states: “No portion of such rent [generated from I-80 toll revenues] may be deposited in the Public Transportation Trust Fund.” In spite of the uncertainty surrounding I-80, SEPTA still will receive \$508.8 million in operating subsidies from the trust fund during the current fiscal year, a 44-percent increase over the previous year, as authorized under the law approved by the Legislature in July. The fund is financed through Turnpike-issued bonds, sales tax receipts and money from the Pennsylvania Lottery, and does not depend on I-80 tolls.

SEPTA’s program to introduce new “smart” technology at 48 subway, elevated and subway-surface stations in the City is well underway. Sophisticated surveillance cameras are part of the \$90-million “Smart Stations” project, which will see the installation of new security and communication systems, fire detection and suppression equipment, public address systems and other safety features. A trial smart system has been operating successfully at the Cecil B. Moore station on the Broad Street subway, and Phase 1 of the project will be implemented over the next two years at 21 stations including all of the subway-surface locations except Juniper Street A panel of judges of the Pennsylvania Commonwealth Court was scheduled to hold a hearing October 29 on the City’s suit to enjoin SEPTA from eliminating paper transfers (see October Cinders). SEPTA last month increased the price of tokens and transfers by 15 cents, which it said was needed to offset the loss of revenue from the elimination of transfers.

Hard to believe, but it was 27 years ago this month, on November 3, 1980, that brand-new Kawasaki LRV #9000 entered revenue service. The 9000 was the first of 112 Japanese-built “K” cars ordered by SEPTA, which were phased in over a two-year period to replace PCC’s on the subway-surface lines (Russ Jackson) The late Ron DeGraw’s final book, “Pig & Whistle,” has just been published by the Central Electric Railfans’ Association. This 224-page hardcover book, fully illustrated, is the definitive history of the famed Philadelphia & Western Railway.

To order a copy, write CERA, P.O. Box 503, Chicago, IL 60690-0503 (website: www.cera-chicago.org) A little-known fact from Bennett Levin, who put together the acclaimed “Liberty Limited” private-car specials to carry wounded servicemen from Washington to the 2005 and 2006 Army-Navy football games: The SEPTA buses which met the troops at trainside in South Philadelphia for the trip to and from the stadium were paid for personally by SEPTA Chairman Pasquale Deon, Sr.



SEPTA REGIONAL RAIL

Rotem U.S.A. Corp., one of the partners in the United Transit Systems consortium, will assemble the 120 Silverliner V MU cars for SEPTA at a leased site on Weccacoe Street near Snyder Avenue in South Philadelphia. A building on the site will be converted into a production facility, located near CSX’s former Jackson Street intermodal terminal. The *Inquirer* reports that a workforce of 300 will be hired to assemble the SEPTA cars, as well as 121 bi-levels for the Southern California METROLINK system and possible future orders. Rotem is a subsidiary of South Korea’s Hyundai Motors, and its partner in the carbuilding venture is the Japanese firm Sojitz Corp. UTS planned to build the cars at a location in the former Philadelphia Navy Yard (see April 2006 Cinders), but found the new location to be more advantageous. After being forced to rebid the project in a dispute with Kawasaki in 2005, SEPTA awarded the \$244-million contract to UTS in March 2006. The base contract was for 104 cars, but in April 2007 the SEPTA board exercised its option for 16 more cars. The pilot cars are due to be delivered by the end of 2008, with all production Silverliner V’s to arrive during 2009 and 2010. They are badly needed to replace the now-44-year-old Budd Silverliner II’s and the 1967-vintage St. Louis-built Silverliner III’s, and to help accommodate the steadily growing ridership on the Railroad Division. The entire Silverliner V project including preliminary engineering work is budgeted at \$300 million.

During the second week of October AMTRAK opened the rebuilt #4 track between Bryn Mawr and Paoli, except for the times it was shut down on nights and weekends for some finishing touches. Meanwhile, the Track Laying System continued moving east on #4 toward Overbrook, putting down new welded rail and concrete ties. By late last month the big machine had reached Wynnewood, and is expected to complete its work by Thanksgiving. SEPTA has moved back the reissue date for its

(Continued on Page 4)

PHILADELPHIA EXPRESS

(Continued from Page 3)

Regional Rail timetables from November 25 to December 2, but as mentioned here last month hourly midday service will continue on the R5 Paoli-Thorndale and Lansdale-Doylestown lines into next year.....Both car and crew shortages continue to plague the Regional Rail system, which now is being called upon to transport an average of 111,000 weekday passengers—a figure which promises to grow even further..... SEPTA has received many complaints about its new policy of charging higher on-board fares even from stations with no open ticket offices (see September, October *Cinders*). In an effort to respond to complaints from on-board ticket buyers, SEPTA conductors this month will begin issuing credit vouchers good for \$1 off a return ticket purchased the same day at an open ticket office, such as in center city stations. Presumably, the ticket must be used that same day.

Union Switch & Signal has won a contract from SEPTA to oversee the resignaling of trackage near the Spring Garden Street bridge in West Philadelphia, where a new “K” interlocking is to be constructed on AMTRAK property (see October *Cinders*). This will be a five-track interlocking to be used only by SEPTA R5, R6, R7 and R8 trains, providing bi-directional operation on all tracks. The year-long project also will include new catenary and other improvements (*Railway Age*) Montgomery County is about to undertake a new study of possible rail passenger service in the Schuylkill Valley, following the collapse of SEPTA’s grandiose MetroRail scheme. The study will be funded by a \$200,000 grant from the Delaware Valley Regional Planning Commission, and could include the possibility of funding from tolls on U.S. Highway 422 which parallels the river to Reading.....SEPTA has completed work on the new Cheltenham station on the R8 Fox Chase Line. It boasts one high-platform on the single-track line, as well as a new building. This is the second all-new station opened this year on the Regional Rail system, the other being at Fort Washington on the R5 Lansdale-Doylestown line.....SEPTA says that it plans to open a ticket office this month at the currently-unstaffed Temple U station (see September *Cinders*).

SEPTA placed the new “Dale” interlocking at Lansdale in service early last month, a project which was started in spring 2007 as part of the upgrading of the R5 Mainline. After the new remote-controlled interlocking was cut in, the famous crossing watchman’s tower in Lansdale was taken down on October 20. It was from this tower—believed to be the last of its kind in the U.S.—that the watchman activated the gates and flashers at the Main and Broad Street crossings.....SEPTA began its annual fall leaf campaign on October 13, as work trains were deployed on Regional Rail lines (including AMTRAK’s Keystone Corridor) in an effort to eliminate the pesky leaves which delay commuter trains. Trains equipped with “traction gel” dispensers and high-pressure washers are in service during nighttime hours to clean the railheads for the next morning’s traffic.....Have you noticed the new posters which ask riders to stop annoying other passengers with loud cell phone calls? This has been tried before without success, but this time SEPTA is using a little humor. Some tongue-in-check strategies are suggested, such as equipping trains with electronic jamming devices.

Two passengers and two crew members on board Warminster-bound R2 train #4232 were slightly injured when their three-car train plowed into an empty cement truck at the County Line Road crossing on Thursday, October 4. The driver apparently had run his truck around the lowered gates just before the collision, and suffered some well-deserved broken bones. Lead Budd MU #204 received corner post damage and at this writing is still shopped. At least three other trains were annulled and three delayed due to the 2:30 PM accident.....Six R2 trains were annulled and numerous others delayed on the afternoon of Saturday, September 29, when the engineer of northbound train #4616 reported seeing body parts in the gauge of #2 track at Folcroft station, on AMTRAK’s Northeast Corridor. These were the remains of a trespasser believed to have been struck shortly before by a northbound Acela train operating in 110-mph territoryA passenger was seriously injured at Suburban Station on Thursday, October 18, when he attempted to board moving R3 train #390, consisting of three Budd MU’s.

The National Transportation Safety Board has released its preliminary report on the July 1, 2006, head-on collision between two SEPTA trains at Crestmont, PA, on the Warminster Line (see August 2006 *Cinders*). The report states that the engineer of the southbound train, #1143, ran through a signal and broke a switch at “Grove South” interlocking, then continued on until the collision occurred a mile from that point. Fortunately, the engineer of the northbound train, #1134, already had stopped her train, lessening the impact. In addition, dispatchers at the SEPTA Control Center were faulted for failing to promptly respond to urgent radio calls from train #1134 or to an alarm indicating the signal violation. The absence of an automatic train control system on the Warminster Line also was a factor. About 30 passengers and both engineers were injured in the accident.

Most of SEPTA’s operating snafus over the past few weeks have involved wire failures, either catenary or signal. On Sunday morning, September 23, signal power was lost on CSX’s Trenton Subdivision between Woodbourne and West Trenton, delaying R3 train #4304 for 20 minutes. Then, on Wednesday the 26th the catenary came down on Mainline track #1 north of Jenkintown, causing a power outage which stranded late-night R5 train #591 at Oreland. Northbound #598 finally got by the scene on #2 after an hour’s delay. On Sunday, October 7, two R8 Fox Chase trains were delayed when thieves stole signal wire at Lawndale, and early the next morning an AMTRAK crew struck a cable at Bryn Mawr station. This knocked out the signals and forced switches at the interlocking to be straight-railed, causing two R5 trains to be annulled and several others delayed. At least 14 R1 Airport trains were annulled during the afternoon of Tuesday, October 9, when train #4240 moving north on #2 track had all four of its pantographs ripped off while crossing the Airport viaduct, damaging the catenary. About 100 passengers on #4240 were transferred to train #4242 on #1 track, as the wire train was summoned to make repairs. At 10 AM on Friday, October 12, high winds caused a tree to fall into the catenary over #1 and 2 tracks near Merion station on the Harrisburg line. R5 train #9546 was terminated at Wynnewood and its passengers transferred to following #9548, which had to be rescued by diesel #50 when all tracks were de-energized for repairs. Power was restored around 12:30 PM. That same afternoon, a tree in the catenary near Elwyn station delayed two R3 trains. On Sunday morning, October 14,

(Continued on Page 5)

PHILADELPHIA EXPRESS

(Continued from Page 4)

Amtrak reported downed wires on #3 track in "Zoo" interlocking, apparently caused by Trenton-bound SEPTA train #9701. A rescue train was sent to pick up the stranded passengers, who were then transferred to #2703 at North Philadelphia.



AMTRAK

Congress and President Bush appear to be on a collision course over several spending bills for Fiscal Year 2008, including the Transportation Department bill which will contain substantially more for AMTRAK than the \$800 million Bush requested in his budget. The President has threatened to veto all bills he considers to be too expensive, which theoretically could result in a shutdown of the Federal government sometime later this year. Currently, the government is being funded at FY 2007 levels under terms of a "continuing resolution" approved late last month, but which expires on November 17. Both the Senate and House have approved about \$1.4 billion for Amtrak in FY 2008, but as of late October conferees from the two branches had yet to meet to iron out other differences in their funding bills. The Office of Management & Budget issued a statement saying that the "Administration strongly objects to providing \$1.4 billion for Amtrak, which will perpetuate a flawed model for intercity passenger rail [and] the bill fails to include reform provisions proposed by the Administration to improve accountability and encourage competition" (NARP).....The bipartisan AMTRAK reauthorization bill—which the Administration opposes—was being debated in the Senate during the last week of October. Introduced by Senators Frank Lautenberg, Democrat of New Jersey, and Trent Lott, Republican of Mississippi, the bill appears to have strong support on both sides of the aisle (NARP).

AMTRAK has reported all-time records in ridership and revenue during Fiscal Year 2007 which ended September 30. Ridership of more than 25.8 million topped the 24.3 million in the previous fiscal year by six percent, while passenger revenues of \$1.5 billion represented an 11-percent increase over the \$1.37 billion in FY 2006. Said President Alex Kummant, "Our record-setting ridership and ticket revenue in FY 2007 indicate the stage is set for Amtrak to take on a role as not only a contributor to the nation's transportation network but as a leader among modes." The Acela Express service on the Northeast Corridor enjoyed a 20-percent increase in ridership to 3.1 million passengers, and a 23-percent climb in ticket revenues to \$403.5 million, versus the previous year. Among other winners was the New York-Philadelphia-Harrisburg Keystone Service which saw a 20.7-percent boost in ridership, to 988,000, while ticket revenues rose by nearly 30 percent to \$20.6 million. This partly is a result of the faster and more frequent all-electric service inaugurated in October 2006.

AMTRAK issued its new National timetable effective October 29, which features a cover photo of the eastbound Capitol Limited crossing the Potomac River at Harpers Ferry, WV. With a circulation of 1.4 million, the timetable now is seen as a good advertising medium, so for the first time paid ads appear including a full rear cover for GEICO insurance. Some minor adjustments are made in Northeast Corridor schedules, and some Keystone

Corridor trains have had their departure times changed by five or ten minutes. In line with the new policy for four timetables per year instead of two, a revised issue is due out in January.....AMTRAK Chairman David Laney's five-year term expires November 15. Even though he was a Bush appointee, NARP reports that the Administration apparently does not intend to reappoint him.....AMTRAK has placed a new interlocking in service on its Harrisburg line, located at milepost 83.4 between Mount Joy and Elizabethtown (see January Cinders). Controlled by "State" tower in Harrisburg, the new interlocking includes four high-speed turnouts for crossing trains over between the #1 and 2 tracks. Amtrak reportedly also is planning a new interlocking east of Downingtown.

In the late afternoon of Friday, October 19, 30th Street Station suffered a massive power failure which virtually blacked out the building. Peco Energy said that a small fire damaged two major power lines feeding the station. While traction power on AMTRAK and SEPTA was not affected, at least ten Amtrak trains were delayed due to the difficulty in loading and unloading passengers on the dark platforms. SEPTA didn't appear to be noticeably affected because there was plenty of daylight on the Upper Level. Power was restored at 6:20 PM.....The Building Owners & Managers Association of Philadelphia recently recognized 30th Street Station as the Office Building of the Year in the government buildings category (*Amtrak Ink*).....*Inquirer* Architecture Critic Inga Saffron wrote a long piece in the October 15 edition about "Cira Centre South," a huge development proposed for the Schuylkill riverfront south of 30th Street Station, between Chestnut and Walnut Streets. It would be built by Brandywine Realty Trust, owner of the Cira Centre building just north of the station, in cooperation with the University of Pennsylvania. To include condominiums, a hotel, office and retail space, the development would help close the geographical divide between center city on the east side of the river and University City to the west. But Saffron sees a problem, saying that "(T)he only hope of fixing the situation is for AMTRAK, which owns the air rights over the moat, to construct a deck over the tracks [which] could then become a true entrance to Cira South."

AMTRAK and T-Mobile HotSpot have begun offering "wi-fi" wireless broadband service in five major stations along the Northeast Corridor, including 30th Street. It is not free—users must sign up with T-Mobile for a daily, monthly or annual plan—but Amtrak said it does not intend to discontinue complimentary wi-fi access in the ClubAcela lounges (NARP).....Over 400 passengers on northbound Regional train #148 had to be evacuated on October 5 after one of two AEM-7 locomotives on the train caught fire at the Hamilton station east of Trenton. Passengers were transferred to an NJ TRANSIT train for the balance of their trip to New York (NARP).....*Railpace* reports that so far this year AMTRAK forces at the Beech Grove (IN) shop have overhauled at least 11 P42 and two P32 diesel locomotives, as well as 32 Superliner cars, seven Horizon coaches, five Horizon dinettes, three Viewliner sleepers and even Heritage diner #8528, a Budd-built car dating from 1950!AMTRAK Guest Rewards members can earn double points for all Amtrak travel now through December 17, but members must register at the website www.amtrakguestrewards.com.

(Continued on Page 6)

PHILADELPHIA EXPRESS

(Continued from Page 5)

Former AMTRAK President (and onetime SEPTA General Manager) David L. Gunn was inducted last month into the American Public Transportation Association's Hall of Fame. APTA said that Gunn has demonstrated professional excellence, courage and conviction in championing the industry over the past 40 years, and was committed to a "state of good repair" operating philosophy (*Trains*).....During late October and early November AMTRAK was set to run its last remaining dome car, #10031, on the **Adirondack** between Albany, NY, and Montreal, to allow passengers to enjoy the fall colors. The car is the ex-Great Northern **Ocean View** built by Budd in 1955 (*Trains*).....AMTRAK may be approaching a crisis in the seven-year-long negotiations with its unions over new labor contracts. In October nine unions rejected an arbitration offer from the National Mediation Board, but there can be no strike until after a 30-day cooling-off period. During that time President Bush has the power to appoint an emergency board to recommend a solution. If there still is no agreement, another 30-day cooling-off period follows after which the unions could call a systemwide strike early next year—the first in Amtrak's 36-year history. Congress, of course, could intervene to impose a settlement, as it has done in several earlier rail contract stalemates.



CSX
NS

OTHER ROADS

On October 11 NORFOLK SOUTHERN moved what it said was the first freight train completely equipped with the new electronically-controlled pneumatic (ECP) brake system (see April *Cinders*). The train, consisting of three new locomotives and 115 new coal-carrying gondolas, will be used in regular service between southwestern Pennsylvania mines and an electric generating station at Shelocta, PA, northeast of Pittsburgh. This is a major test for the ECP technology, which allows the brakes to be applied on all cars simultaneously rather than progressively from front to rear as conventional air-brake systems require. As a result, stopping distances can be reduced by as much as 60 percent, and under a waiver from the Federal Railroad Administration ECP-equipped trains can run up to 3,500 miles between inspections instead of the currently-required 1,000-mile intervals. NS plans to equip 30 locomotives, 210 quick-drop coal hoppers and 230 hybrid gondolas with ECP brakes for use in dedicated coal train service.

CSX suffered another spectacular derailment on October 10 when 30 cars of an eastbound freight train left the rails at Painesville, OH, 30 miles east of Cleveland on the former New York Central Water Level Route. As eight tank cars loaded with ethanol caught fire, residents of some 1,000 homes within a half-mile radius of the site were forced to evacuate. AMTRAK's **Lake Shore Limited** was detoured over the paralleling NS mainline between Berea and Ashtabula, OH, and for the next three days many CSX freights were rerouted over NS via Pittsburgh, Harrisburg and Allentown. The accident increases the pressure on CSX to improve its safety record, after several disastrous derailments earlier this year stirred a strong reaction from the FRA.....CSX is building a new intermodal terminal

on the former Western Maryland near Chambersburg, PA, which is due to open in the spring. When this occurs, CSX plans to discontinue conventional trailer-on-flatcar service from and to Baltimore but retain some container service to the Port of Baltimore. Two new trains, Q135 and Q136, will serve the Chambersburg terminal (Harrisburg Chapter, *Railpace*).....CSX has launched a new TV and print ad campaign entitled "CSX: How Tomorrow Moves."

NS CEO Charles ("Wick") Moorman has become a leading spokesman for the freight rail industry in opposing efforts in Washington to re-regulate the railroads (see October *Cinders*). If the re-regulation bill currently being pushed by certain shipper groups becomes law, the Association of American Railroads estimates it could cost the industry \$5 billion annually in lost revenue. Writing to the chairman of the Surface Transportation Board, Moorman said that "(E)vents in Washington could substantially affect Norfolk Southern's ability to meet rail transportation demands in the future." At the heart of the re-regulation proposals, he said, "is the irreconcilable notion that shippers can have better service, more rail infrastructure and ever-declining rates—all at the same time. The last thing the country needs in the face of current predictions of demand for future freight transportation is to reverse course" (*Railway Age*)NS had a good third quarter in spite of some softness in various segments of the economy. For the three-month period ended September 30 railway operating revenues of \$2.35 billion compared with \$2.39 billion in the same period in 2006, while net income declined from \$416 million to \$386 million. Operating expenses declined slightly to \$1.67 billion but the operating ratio of revenues to expenses increased from 70.1 percent to 71.1 percent.....Legendary Investor Warren Buffett's Berkshire Hathaway, Inc., has sold off half its stock in NS, reducing its holdings from 6.4 million shares to 3.8 million shares. Berkshire also cut its investment in UNION PACIFIC from 10.5 million shares to 7.4 million shares (*Trains*).

CSX has reported operating revenues of \$2.5 billion in the third quarter, up three percent over the previous year, even though freight volume declined by four percent. Net income on surface transportation was \$407 million versus \$328 million a year ago. The operating ratio of 78 percent was almost a two-percent improvement over the 79.8 percent in the third quarter 2006.....The hedge fund TCI mentioned in last month's column continues to harass CSX management. Formally known as the Children's Investment Master Fund, it now owns 4.1 percent of CSX common stock. TCI issued a press release last month laying out several demands, including the naming of new independent directors, devising a plan to improve operations and justifying the railroad's capital spending strategy. But TCI reserved its strongest words for CSX Chairman & CEO Michael Ward, who it said "has been the highest compensated CEO in the rail industry over the past two years, despite CSX being outperformed by its peers. TCI urges the Board to align management compensation with shareholder interests [including] tying long-term compensation to returns on capital rather than to the operating ratio, which can be easily manipulated." TCI charged that "CSX is last or near last among the five major North American railroads on virtually every important operational and financial metric" and a detailed operating plan for improvement should be presented to stockholders.

(Continued on Page 7)

PHILADELPHIA EXPRESS

(Continued from Page 6)

FP7 locomotives #902 and 903 performed flawlessly on the October 6-7 and 13-14 excursions over EAST PENN RAILROAD's ex-Reading Perkiomen branch between Pennsburg and Vera Cruz, PA. Enroute from their longtime base at Pocopson, PA, NS moved the units from Coatesville to the ESPN interchange at Emmaus Junction in just two days! (Do East Penn's new reporting marks look familiar?) A total of 16 public trips were operated out of Pennsburg, plus a special trip on Friday evening the 5th for members and guests of the sponsoring Upper Perkiomen Valley Chamber of Commerce. Virtually all trips were sold out. On the first weekend the two units were on opposite ends of the train, with MORRISTOWN & ERIE parlor car **Morris County**, three ex-NJ TRANSIT coaches and a boxcar containing a power generator in between. On the second weekend, however, the two FP7's operated back-to-back on the south end of the train, with an East Penn Geep pulling the train northward. Late last month the two locomotives were scheduled to be moved via NS to the Railroad Museum of Pennsylvania at Strasburg for display. Chapter Member Dale Woodland spent many hours over the past several months making arrangements for the excursions, and Reading Company T&HS people staffed the trains along with ESPN personnel. Members of Philadelphia Chapter's FP7 restoration committee also were on hand, including Bruce Irvin, Frank Lancaster, Dave McGuire and Bob Morris.

READING & NORTHERN was unable to get light Pacific #425 ready for its advertised autumn leaf excursions to Jim Thorpe, PA, over the October 13-14 weekend. So the trains ran with a pair of SD50 diesels for power and each passenger was given a \$30 refund, the same as the fare for the diesel excursion on the following Saturday. Reportedly, certain needed parts were not obtained in time, but work continues on restoring the #425 for service next year.....Three P40 locomotives that AMTRAK is leasing to NJ TRANSIT for New York-Atlantic City service (see October *Cinders*) have been renumbered as follows: #812 to NJT 4800, #808 to 4801 and #810 to 4802. A fourth unit, #820, should become 4803. Each was overhauled and repainted at Amtrak's Beech Grove shop for the casino-sponsored service which may begin before the end of this year (*Railpace*)..... On October 6 NJT operated a special train over the route of the planned casino service to Atlantic City and return for a group of travel agents and others concerned with the new service. The five-car train consisted of private cars **Ohio River, Alder Falls, Mount Vernon** and two new Comet VI bi-level coaches, with a GP40PH locomotive on each end (Richard Barben)..... Bennett Levin ran his ex-Pennsy E8's and three private cars from Philadelphia to Binghamton, NY, and return via NS and CANADIAN PACIFIC, to operate a special trip Binghamton-Scranton for members of the Lexington Group on October 13. His rare-mileage excursion from Philadelphia to Scranton via Allentown and East Stroudsburg, returning via Binghamton, Hornell, Olean, NY, and Harrisburg is set for November 2-5.

Shortline Operator Genesee & Wyoming last month announced its latest acquisition, MARYLAND MIDLAND, for \$29.1 million. The MMID rosters ten locomotives and operates 63 miles of former Western Maryland and Pennsylvania Railroad trackage, with headquarters at Union Bridge, MD. It handles about 16,000 carloads per year, much of it cement and stone, with its largest customer the Lehigh Cement plant at Union Bridge

(Trains).....The Transportation Security Administration is planning to test portable heat-sensing cameras in some rail and bus stations, which can detect bombs or other explosives strapped to a person's body. TSA has purchased 12 of the devices but did not say where they will be deployed (Trains).....The FRA is providing a \$1-million grant to Operation Lifesaver, Inc., which is dedicated to educating the public about preventing grade-crossing accidents and the dangers of trespassing on railroad property.

The Railroad Museum of Pennsylvania has received a \$43,000 grant from the Institute of Museum & Library Services to preserve the H.L. Broadbelt Collection of negatives from the Baldwin Locomotive Works. The grant, which was matched by contributions to the Museum, will be used to preserve and copy 1,275 glass-plate negatives shot at Baldwin in the late 19th and early 20th Centuries, representing about 29 percent of the Museum's total collection of Baldwin negatives. Herbert Broadbelt, who worked in Baldwin's Engineering Department, saved the glass plates from destruction, later selling them to the Friends of the Railroad Museum group. Three years ago the Museum received another \$40,000 grant to make new photographic images of 2,244 of its most fragile glass-plate negatives (Trains).....STRASBURG RAIL ROAD, faced with declining interest in nostalgic steam train excursions, has drawn up a long-range plan to create a new look at its East Strasburg terminal. The plan calls for construction of a faux 1920's-era street scene, including appropriate shops, in a small-town station environment. Installing turntables at both ends of the line is still envisioned, whether or not the long-planned station at Paradise is ever built (see September *Cinders*). SRC celebrated its 175th anniversary earlier this year (*Railpace*).

Locomotive Engineer - One of the 10 Best-Paying Blue Collar Jobs

According to a recent *Forbes Magazine* article, the jobs of railroad engineers and conductors rank among the 10 best paying jobs in the United States. The top 10 blue-collar jobs and their average annual pay rank are as follows:

1. Elevator installers and repairers - \$63,620
2. Locomotive engineers - \$57,990
3. Electrical and electronics repairers - \$57,400
4. Railroad conductors and yardmasters - \$55,530
5. Power-plant operators - \$55,000
6. Ship engineers - \$54,820
7. Construction and mining supervisors - \$53,850
8. Gas-plant operators - \$53,670
9. Farm managers - \$52,070
10. Transportation inspectors - \$50,370

Though the U.S. economy remains strong, factory jobs are being outsourced, a slowing housing market has killed construction jobs over the past several months, and manufacturing employment has been on a downward trend in recent years. Yet, there's still good money to be made in the labor and service industries, commonly referred to as blue-collar jobs.

--From *Forbes* via *The 470*, 470 Railroad Club, Portland, ME.



Next time your husband goes to New York or Chicago he'll probably do something he shouldn't.

He'll get into a tizzy. All that rushing about. Zipping out at the speed of sound. Zipping back. Airport traffic. Trays on the knee. Cramped space. It's enough to drive a husband psycho.

All of which could have been avoided if he'd taken the Broadway Limited.

The Broadway Limited doesn't go at the speed of sound. It goes at the speed of a train. It is a train, in fact.

It takes a whole night to get there. But that's not its only advantage.

For one, your husband will be comfortable. We've solved the legroom problem by eliminating the other legs. All rooms are private and come in six sizes. Useful for sleeping, relaxing, working and contemplation of the countryside.

For another, he'll have a real choice of real food. Served on real plates on real tables.

Two club cars will give him an opportunity to meet other businessmen. And time to discuss important matters.

Of course, he'll be away from you a little longer. But he'll be much nicer when he comes back.

On second thought, why not go along with him for the ride? At half fare.

PENNSYLVANIA RAILROAD 

"Traditionally, railroad advertising has been staid and sedate. But with this new series of ads for the Broadway Limited, the Pennsy takes off on a brand new track.

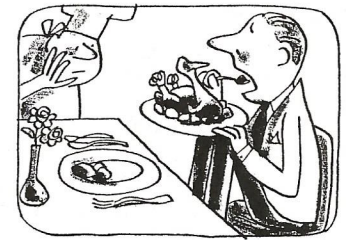
"This campaign for the Broadway will run in *Time*, *New Yorker*, *Wall Street Journal*, *New York Times*, and other major newspapers in cities served by the Broadway Limited.

"Oh yes, and *Good Housekeeping*— with special ads for the ladies.

"We hope you'll enjoy it. Even more, we hope you'll try the Broadway next time you travel."

--From a 1960's PRR brochure highlighting the series of ads.

The Broadway Limited between New York and Chicago



The Broadway Limited between New York and Chicago is serving Oxtail Soup and Roast Duckling a l'Orange. Please don't try to balance it on your knees.

We're not going 600 miles per hour. We're a train.

And being a train, we have a dining car with space for real tables and chairs.

We have time to prepare food properly. And you have time to enjoy it properly.

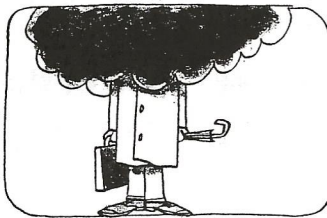
We've gone all out to make dining a pleasure on the Broadway Limited.

Your Roast Duckling, or Brook Trout Amandine, is prepared by a master chef. Your Sirloin Steak or Roast Beef Au Jus is cooked to your order.

Wine is served at the proper temperature. And the atmosphere is strictly soft lights and quiet music.

Perhaps you never realized you can get to New York and Chicago without a tranquilizer at 25,000 feet.

But you can.



On cloudy days, don't you sometimes wistfully remember the Broadway Limited?

It went out weather permitting or no. In fact it was sort of fun to sit inside, warm and snug, and watch the elements rage outside.

All the while travelling at a dignified 60 mph. It took all night to get to New York or Chicago.

The passengers travelled in private rooms, where they could sleep, wash, work, relax, stretch out and enjoy many of the comforts that are virtually unknown today.

There were two club cars where men could talk together and make business deals. (One of the benefits of taking a little extra time to get to your destination.)

There was a dining car with a menu just like a restaurant. And real tables and plates.

If you're ever in the neighborhood of the station, you can still see what a crack express train looked like.

It still looks that way. And you can take it to New York or Chicago.



It's the era of supersonic speed, TV dinners, dehydrated cream, cramped space, airport traffic, and waiting for the fog to clear up.

We know a good escape.

It's called the Broadway Limited. It travels between New York and Chicago every day.

Being a train, it's a lot slower than a Wingjet, Speedjet, or a Jetjet. Slower but nicer.

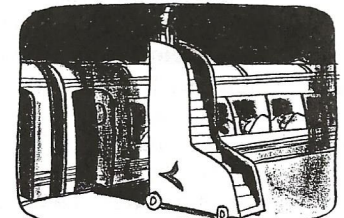
If you have work to do, for example, you can do it in unmitigated privacy. In a roomette, bedroom, compartment, drawing room or master room. (How much work would you have done in your hotel room?)

For the social minded, there are two lounges on the Broadway Limited. And enough time to strike up an acquaintance. Or consummate a business deal.

Our dining car is equipped with real tables, real plates and a real choice of food.

And if that isn't enough, it takes a whole night to get to New York or Chicago. Time to recuperate from the bedlam past and the bedlam to come.

What airline can offer as much?



The Broadway Limited between New York and Chicago isn't a Wingjet, a Jumpjet, a Speedjet or a Jetjet. It's called a train.

The last time you took it you probably called it a choo-choo-train.

It doesn't go at the speed of sound. It goes at the speed of a train.

It takes the Broadway Limited a whole night to get to either Chicago or New York. But that's not its only advantage.

It offers the convenience of private rooms for sleeping, washing, working, or contemplation of the great American countryside.

A separate dining car comes complete with real tables, real plates, and a wide variety of fresh foods to choose from.

There are two club cars, the perfect places to win friends and influence people.

And the Broadway Limited always operates in rain, fog, mist, sleet, snow, or anything that makes birds walk.

So it's sometimes the fastest means of transportation available. As well as the pleasantest.

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).

Once The Family Jewel: Canadian Pacific announced recently that Montreal's famed Windsor Station was for sale. CP has 380 employees in the building and hopes to get a lease-back arrangement. CP's corporate headquarters are now in Calgary.....VIA Rail Canada's 1980's retrenchment was so great that, by 1985 there was some reversal with the return of the **Super Continental** between Winnipeg and Vancouver. The **Atlantic** was restored and the **Canadian** was extended east to Ottawa and Montreal. The Canadian government's hostility to passenger rail, which I had long suspected was stoked by the strong presence in the bureaucracy of Quebecois intellectuals, who resented VIA Rail for symbolizing the very Canadian unity that they detested (Fred Matthews, *Railroad History*).

Highly-detailed models of the Pennsylvania RR ferry "Millville" and Reading's steam tugboat "Shamokin" are on display at the Independence Seaport Museum (ex-Philadelphia Maritime Museum) at Penn's Landing. For info, check www.PhillySeaport.org (*NJ Transport Heritage*).....The scene is Reading Terminal in 1929 - Flapper: "What time is the next train to Glenside?" Gate attendant: "You'll have to wait until 4:30, Miss". Flapper: "Will you be able to tell me then?" (*Reading Railroad Magazine*).....On November 14, 1948, the Reading Company's **Schuylkill** train entered service (Roy).....Fifty (50) years ago this month (October 27, 1957) was the Baltimore & Ohio Railroad's last public timetable showing through passenger service between New York (Jersey City)-Philadelphia-Washington and west using the Reading and Jersey Central. The service ended on April 26, 1958 (CNJ Historical Society).....In 1966 the Pennsylvania Railroad established a new freight service that save a day for shipments to/from the Delmarva peninsula. PRR built a 6.5-mile secondary track for \$100,000 as a Wilmington bypass connection and operated two new freight trains on a daily basis. Trains HD-1 and HD-2 (known as the "Hot Dogs") ran between Enola, PA and Delmar, DE (PRR).

This past summer the New York & Lake Erie (a shortline near Buffalo) made a round-trip between Gowanda and South Dayton, NY with its "new" 0-4-0 Baldwin switcher. So what, you say! Well, the little switcher is lettered for the Vicose Company, which used it at its huge facility in Marcus Hook for many years (*Railroads Illustrated*).....A well-known NRHS member and rail historian once said, "The Rock island never met a diesel locomotive it didn't like". As late as 1965 the road had locomotives from nine builders (counting EMC) and more than 50 models alone! Railfans celebrated, but the mechanical department must have cursed! (Bill Marvel).....A recent study showed that airplanes flying between London and Paris produced, per passenger, more than ten times the carbon emissions of the Eurostar train. Actually, Roy is surprised that it is not even more, given that they are electric trains, coupled with France's reliance on nuclear power plants (*National Geographic Traveler*).....The Dentist's Friend? Arpad Nick of Budapest, Hungary dragged a 70-ton tram over 160 feet, using only his teeth! (*Ripley's*).

Late last year, Beech Grove (IN) shop forces lettered several Amtrak P42 diesel locomotives "ATMRAK". Despite

photographic evidence, Amtrak denied that these misspellings ever existed! (*The Shortline*).....When you are trackside watching freight trains roll by, doesn't it seem like there are more privately-marked cars (those with reporting marks ending in "X", as in "RBOX") than railroad-owned cars? Well, if you said "yes" you're right! The January 2007 numbers show 926,973 private freight cars in service versus 615,135 railroad-owned (AAR/Umler).....Interested in Electro-Motive Division's freight electrics that tried out on Conrail? Sean Graham-White has an interesting seven-page article (16 photos, black-and-white and color) in the September/October issue of *Diesel Era* magazine. For a copy, send \$8.75 to Diesel Era, 528 Dunkel School Road, Halifax, PA 17032.

Amtrak Train Consist

By Roy L. Hudson

Amtrak Train #5 - California Zephyr Emerson, IA - June 15, 1982

AMTK 371/332	EMD F40PH
AMTK 1177	Heritage baggage
AMTK 1220	Heritage baggage
AMTK 39912	Hi-level coach-dormitory
AMTK 32021	Superliner sleeper
AMTK 32019	Superliner sleeper
AMTK 38006	Superliner diner
AMTK 33018	Superliner Sightseer Lounge
AMTK 31037	Superliner coach/baggage
AMTK 34024	Superliner coach
AMTK 34079	Superliner coach
AMTK 31000	Superliner coach/baggage
AMTK 32004	Superliner sleeper

Source: NTSB

Does he hold the North American record? Al Sherry worked for the New York Central Railroad for nearly 75 years. He started in November 1892 making the princely sum of \$10 a month! In 1909 he became the agent at New Castle, IN, a job he retired from on January 1, 1967 at the young age of 91! (*Central Headlight*).....Only one living American was ever honored by the Pullman Company by having a sleeper named for him. Charles A. Lindbergh was that person. In 1927, a 5-compartment-observation (in PRR service) had its name changed from **Benning** to **Colonel Lindbergh** (R. J. Wayner).....On September 27, 1856, the Illinois Central completed its 705-mile north-south system, making it the longest railroad in the world at the time (H. Roger Grant).....During World War II Strutting Fatso Herman Goering once asked Albert Speer to have Nazi industry make concrete locomotives because steel was in short supply. When Speer explained that concrete locomotives would not last as long, Goering replied that industry "would simply have to produce more of them"!! (Andrew Dow).

Movie Director M. Night Shamalan recently shot scenes for his new film "*The Happening*" at West Chester Railroad's Cheyney station (ex-PRR/SEPTA). A SEPTA train with RL1 diesel #61 and several "Bomber" coaches were used. Chapter Member Vince

(Continued on Page 10)

ODDS AND ENDS (Continued from Page 9)

Jakubowski worked on the "Hollywood" special (*Newstracks*).....As you will remember, some time ago we told you about "The Friends of the Hershey Trolley" acquiring the remains of Hershey Transit #3 and moving it to the former carbarn off North Chocolate Avenue for restoration. Well, now, these folks have also acquired #7, a once handsome double truck streetcar that was remodeled as a house. It recently joined #3 in Hershey for rebirthing (East Penn Traction Club).....Five Mile Beach Electric Railway began operating trolleys in Wildwood in 1902 and became bus-only in 1945. Car #20 has been rescued and stored in town. It is a two-truck Brill, open-bench car. It was a dog kennel on Route 9 for many years; many critical parts are gone. Restorers face a lot of hard work. (*NJ Transport Heritage*).



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PHILADELPHIA CHAPTER, INC.
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