



CINDERS

OCTOBER 2007



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Volume 68

Number 9

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

PHILADELPHIA CHAPTER, NRHS WEBSITE: www.phillyNRHS.com

FP7's Move; Pennsburg Trips Set

After many weeks (and months) of preparation, former Reading FP7's #902 and 903 were moved from their long-term home at Pocopson, PA on Thursday, September 27 to Coatesville, PA, and then on Friday, September 28 to Norfolk Southern's Abrams yard, near Norristown. On Saturday, September 29, they were moved dead-in-tow in a Norfolk Southern freight train from Abrams to Allentown yard, and were expected to move on Monday, October 1 to the East Penn Railroad at Emmaus Junction, PA and finally to Pennsburg, Montgomery County.

On the weekends of October 6-7 and 13-14, the units will power special excursion trains on the East Penn Railroad to celebrate the 50th anniversary of the Upper Perkiomen Valley Chamber of Commerce. There will be four trips on each day, with parlor car and coach service. Trips will depart from 220 Pottstown Avenue in Pennsburg, near the intersection of PA Route 663 and Railroad Street. Additional ticket information may be found in the *Extra List* on Page 8 of this issue. Ticket sales have been reported as brisk, and up-to-the-minute information may be secured from the Upper Perkiomen Valley Chamber of Commerce at 215-679-3336 or from their website at www.upvchamber.org.



Members of the Chapter's FP7 crew will be making last minute preparations on the units the week of October 1, and Reading Company Technical & Historical Society (who owns the 902) will provide on-board train personnel for the trips.

Following the excursions, the 902 and 903 will be moved to the Railroad Museum of Pennsylvania at Strasburg, where they will be on display over the winter months. In the Spring of 2008, it is anticipated the units will move to the Reading Railroad Heritage Museum site at Hamburg, Pennsylvania, which is expected to be their base in the foreseeable future.

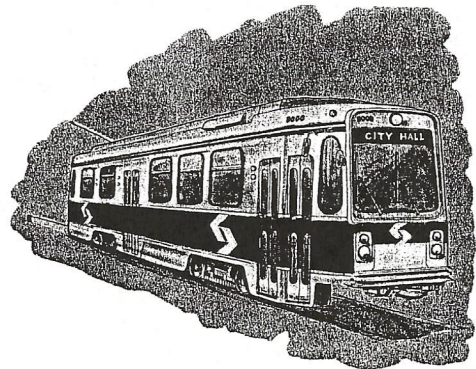
MEETING NOTICE:

FRIDAY EVENING, OCTOBER 19, 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.*)

Philadelphia Chapter's meeting on Friday evening, October 19, 2007 will feature a program presented by Traction Historian Russell Jackson entitled "SEPTA's Kawasaki LRV's - a 25th Anniversary Perspective". Russ was involved in the design of these reliable veterans of City Transit Division routes 10, 11, 13, 34 and 36, as well as Red Arrow Routes 101-102.



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, OCTOBER 16, 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. **N0-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.*)

Join us on Friday evening, October 19, 2007 as we learn all about SEPTA's Kawasaki LRV's - their design, construction and operation. Consider joining your fellow members for dinner, too.

2008 NRHS Convention

Fort Worth, Texas

June 16-24, 2008

(Mark your calendars now!!!)

**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: \$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.

NRHS Promises Dues Bills in Early October; To Be Directly Mailed to Members

According to communications received from NRHS, 2008 NRHS dues bills are expected to be mailed during October with one change from prior years. The bills will be directly mailed by an outside contractor; in prior years, bills were shipped to each individual chapter, who then took care of local mailing.

Traditionally, we have included a solicitation letter each year with the dues bills, asking members to contribute funds to the Chapter to assist with the ongoing FP7 903 project as well as other areas which are not covered by dues income. That will not occur with the 2008 bills, because we will not see them prior to mailing.

Accordingly, absent a written request for additional financial support, we would ask each member to be as generous as possible in supporting the Chapter and its extra activities as we go into 2008. There will be expenses incurred with the relocation of our FP7 (plus the 902) to a new home, which is hopefully going to permit more operational activity in the near future, in addition to the trips at Pennsburg this month.

Dues bills will still be returned with payment to the Chapter box at Philadelphia. With the 50 percent increase in National dues to \$33, the Chapter has tacked on a modest \$2 increase to cover increased printing and mailing costs, making the total amount \$50 in 2008 for a full Chapter member. A Chapter-only member will pay \$17 in 2008, an increase of \$1 from 2007. Membership in NRHS is, as always, a prerequisite for a Chapter-only membership. Chapter-only bills for 2008 will still be mailed directly from Philadelphia Chapter.

Members are urged to return their dues renewals as early as possible for processing.

Abington Train Show Set for Dec. 9; Greenberg's Returns to Phila. Area

The Abington Train Show and Sale will be repeated on Sunday, December 9, 2007 at Bryner Chevrolet, York Road and Township Line in Jenkintown, according to Chapter Member Paul

Donald W. Wright, Sr. September 16, 2007

It is with sadness that we report to you the sudden passing of Philadelphia Chapter Member Donald W. Wright, Sr., of West Philadelphia on Sunday morning, September 16, 2007.

Don had been a member of Philadelphia Chapter for 27 years. He and his son, Donald, Jr., had often participated in Philadelphia Chapter excursions, and Donald was a regular at our Chapter meetings.

His real love, in addition to his son, was traction modeling, and his legendary skills at building the most meticulous trolley modules were always in evidence wherever the East Penn Traction Club would appear. He was always seen at Greenberg Train Shows, sharing his knowledge with others who wanted to learn "how to do it".

Donald was a generous individual, and he had chosen to be an Organ Donor so that, even though he is no longer with us, someone will live because of his thoughtfulness.

His remains were cremated, and a memorial service will be scheduled at a later date. Philadelphia Chapter extends its sympathy to Donald, Jr., who many of us watched mature, and the rest of Don's family.

Myers, who chairs the event. Exhibitors seeking additional information on displaying at this event should contact Paul at 15 Mystic View Lane, Doylestown, PA 18901-2040 (telephone 215-345-5017).

According to an advertisement in the November issue of *Model Railroader* Magazine, the Greenberg Show will return to the Philadelphia area on December 15-16, 2007. The show will be located at a new venue, the Sun Center, on Concord Road in Aston, Delaware County.

Additional information will appear in the November and December issues of *Cinders*.

PHILADELPHIA



FRANK G. TATNALL, JR.



SEPTA TRANSIT

In response to the recent court decision ordering the continuance of paper transfers, SEPTA last month announced that it would raise the price of tokens from \$1.30 to \$1.45 and transfers from 60 cents to 75 cents, effective October 1. The reason given was the loss of revenue stemming from the Common Pleas Court order in August which voided SEPTA's plan to eliminate transfers (see September *Cinders*). That decision has been appealed to Pennsylvania Commonwealth Court and will be the subject of a hearing on October 29. SEPTA says that without the price increase the continued use of transfers would result in a loss of \$9 million in revenues during the current fiscal year, revenues that were built into the average 11-percent fare hike that took effect in July. Because transfer users are not paying separate fares for each vehicle or purchasing TransPasses as SEPTA intended, it must recoup the lost income, SEPTA said, in order to "keep faith" with State legislators who approved a major increase in transit funding. At the time, SEPTA assured the lawmakers that riders also would chip in more money to help close its looming deficit in FY 2008, and the elimination of transfers was part of that effort. If, however, Commonwealth Court eventually approves SEPTA's original plan, the price hike for tokens would be rescinded.

Meanwhile, SEPTA is formally applying to Harrisburg for operating subsidies of \$508.8 million in the current fiscal year, as authorized in the transit funding bill known officially as Act 44. To qualify for this assistance, SEPTA must be guaranteed \$76.3 million in matching funds from the five counties in its service area. This represents a \$2.6-million increase over the match in the previous fiscal year, most of which (\$2.2 million) will be borne by the City and County of Philadelphia. On the capital side, Act 44 will provide SEPTA with \$140 million in FY 2008 versus \$167 million last year, but SEPTA expects to receive some additional capital funding from the \$50-million pledged by the Pennsylvania Turnpike Commission for statewide transit projects..... SEPTA's consolidated passenger revenues for the first two months of FY 2008 (July and August) totaled \$58 million, eight percent above the same period last year but three percent below budget, in spite of the fare increase in early July. Regional Rail, however, with its average of 111,000 weekday passengers, produced revenues of \$18.9 million, four percent above budget and nearly 17 percent over last year. For FY 2007 which ended on June 30, SEPTA saw passenger revenues for all divisions exceeding budget by \$11.8 million and expenses under budget by \$5.9 million.

In last month's column, we said that DVARP and other groups were the apparent target of General Manager Faye Moore's statement that SEPTA had been damaged by certain "baseless and mean-spirited claims" in the controversy over transfers. DVARP Newsletter Editor Matthew Mitchell now informs us that his organization did not make or endorse any of the charges that

SEPTA was discriminating against minority and low-income riders. Instead, DVARP's position was that "the fare restructuring [including elimination of transfers—*Ed.*] should be rejected because it is unfair to *all* riders and is counterproductive to the goals of increasing ridership and making the system more convenient to use".....A group of SEPTA riders was handing out flyers last month demanding that bus drivers make it easier for passengers to board and alight from their vehicles. A City ordinance requires that drivers position their vehicles in loading zones so that the right front wheel is not more than six inches from the curb and the bus is parallel to the curb.

In a surprise development last month, PennDOT announced that in rebuilding a half-mile section of Germantown Avenue between Allens Lane and Mermaid Lane in Mount Airy it will install new trolley tracks and new overhead wire. Route 23 was converted from trolley to bus in 1992, and the tracks in this section were paved over more than two years ago. SEPTA has resisted pleas that it restore rail service at least to the upper end of the line—a long-term goal of Chestnut Hill community activists—but Spokesman Richard Maloney told the *Inquirer* that "we're not closing the door." The project to restore the roadway with granite blocks and concrete beginning this fall is expected to cost \$17 million.....The new Route 100 station at Gulph Mills may not open to the public until next spring, as work must be finished on the rail station and new bus shelters (see December, August, September *Cinders*).....SEPTA has decided to do something about the poor track conditions on Chester Avenue between 42nd and 49th Streets (see September *Cinders*). That section will be the scene of track renewal and paving work from now until just before Christmas, forcing Route 13 trolleys to detour from the subway portal via Woodland Avenue and 49th Street. Shuttle buses will operate through the work area..... The pilot trackless trolley (#800) in SEPTA's order for 38 new coaches has been testing out of Frankford depot since June. New Flyer will begin delivery of the production units in January 2008.

Riders on Route 15 Girard Avenue have experienced many delays and problems since the line was restored to trolley service just two years ago. The rebuilt PCC-II cars have required some retrofitting, and the recurring hangups in street traffic have been well documented with frequent bus substitutions. But SEPTA now reports that ridership on Route 15 actually is higher today that it was five years ago when it was an exclusively bus operationThe weekend shutdowns of the Market-Frankford Line west of 40th Street will continue through late November to allow for further reconstruction of the Market Street elThe \$9.5-million project to upgrade the 8th Street subway station and make it handicapped-accessible is virtually complete. A new elevator has been installed between street level and concourse, with a combination bus shelter and elevator headhouse at the northeast corner of 8th & Market Streets..... *Railpace* reports that thieves have been stealing copper wires and signal equipment from light rail routes in Delaware County as well as the R3 Media-Elwyn Regional Rail line over the past few months, causing numerous delays. (Continued on Page 4)

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The SEPTA board last month approved the purchase of 400 diesel-electric ("hybrid") buses from New Flyer at a cost of \$253.6 million, to be delivered over a four-year period from 2008 to 2011. The hybrids will cost about \$150,000 more per copy than conventional diesel buses but will reduce emissions and require substantially less fuel than straight diesels over their 12-year service life. SEPTA has had a fleet of 32 hybrids in service since 2004 (they can be spotted by the "H" following the bus number). The new order will have an option for 20 additional buses each year.....Demolition has begun on buildings located in the blocks between Broad, Arch, 13th and Race Streets, to make way for the \$700-million expansion of the Pennsylvania Convention Center. A facility with substantially more floor space is seen as necessary to compete with major convention centers in other cities. It is not known if any direct entrance to the center from the subway concourse north of City Hall is planned.



SEPTA REGIONAL RAIL

The continuing increase in ridership on the Regional Rail system (see above) is becoming a real concern to SEPTA management. With delivery of the first production Silverliner V cars nearly two years away, the pressure is on to keep the aging Budd, St. Louis and General Electric MU's in operation. With ridership increasing, SEPTA now schedules 302 cars in rush hours, stretching its fleet of 349 cars to the max. A number of 40-year-old Budd and St. Louis-built Silverliners are out of service, stored at Overbrook shop, and it may become necessary to cannibalize some of them to restore others to active service.

The AMTRAK Track Laying System is making steady progress eastward, putting down new welded rail and concrete ties on #4 track from Paoli to Overbrook. By the last week in September the TLS crews had passed Villanova station, and the ballast unit followed along about a mile behind. SEPTA hopes the entire job will be finished by mid-to-late November, and plans to reissue all of its commuter rail timetables effective November 25. But midday service on the R5 Paoli-Thorndale and Lansdale-Doylestown lines will remain hourly for some time to come. A catenary renewal program on the Mainline to Lansdale will replace wire dating from the Reading's electrification in 1931, and SEPTA will begin a year-long project to construct a new "K" interlocking near "Zoo." The latter will include the replacement of ties, rail and catenary in the area west of the Spring Garden Street bridge in West Philadelphia (see September *Cinders*).

SEPTA is poised to begin engineering work on its long-planned project for a new pedestrian tunnel under the tracks at Malvern station, and for a parking garage at that stationSEPTA has agreed to lease 1.2 miles of its unused Ivy Ridge Line right-of-way west of the R6 Cynwyd station to Lower Merion Township, to be used as a hiking and biking trail.

The township also will lease the dilapidated ex-Pennsy Cynwyd station building to Lower Merion. The township plans to repair the station, which is directly under the Conshohocken State Road bridge, and obtain a tenant for it.....Lower Merion Township has received proposals from five developers for a "Main Street" renewal project in Ardmore, to be built around the planned Ardmore Transit Center. The project would include a hotel, shops, restaurants, apartments and of course a new station for SEPTA and AMTRAK.....Pilings for the planned high-level platform at the R5 North Wales station were going in last month.....The new station building at Cheltenham on the R8 Fox Chase line is completed, but has not yet opened, pending some local issues.

In its September 27 edition the *Inquirer* carried a front-page article with the title "Aging rail bridges get attention." It reported that both SEPTA and NJ TRANSIT have dozens of bridges rated as being in "poor" condition, but SEPTA and NJT engineers believe that they are all safe. The largest SEPTA structure on the list is the 925-foot Crum Creek bridge on the R3 Media-Elwyn line in Swarthmore, which had been the subject of a major repair project in the 1980's. SEPTA and its consultants have thoroughly inspected the 112-year-old bridge and pronounced it safe. It carries only MU passenger cars and a weekly AMTRAK ballast train from a quarry in Glen Mills. Not on the list were any of the concrete-arch viaducts on the former Reading side of the SEPTA system, such as those on the R3 West Trenton line crossing Neshaminy Creek and the Delaware River. Another structure receiving attention is CONRAIL's 1896-vintage Delair bridge over the Delaware River at Philadelphia, which carries NJT's Atlantic City trains and all of the freight traffic to and from South Jersey. (Contrary to the article, there is another rail access to South Jersey: it is the former Bordentown secondary track between Trenton and Camden now used by NJT's River Line light rail service, but also available for nighttime freight operations.)

SEPTA has been receiving complaints from passengers who now must pay more for tickets purchased on board the train—whether or not there is an open ticket office at the boarding station. We too have been somewhat confused by the new policy (see August, September *Cinders*)—is this a penalty charge such as the \$2 assessed prior to July, or a surcharge, or what? SEPTA now considers the on-board fares, which are anywhere from 50 cents to \$1.50 higher than pre-purchased tickets, as the "regular" fares, while tickets purchased before boarding are "discounted." The loudest objections are from passengers boarding at one of the 75 SEPTA stations without ticket offices, but where the higher on-board fares nevertheless apply. SEPTA's objective is to convince passengers to buy TrailPasses or to purchase single-ride tickets at open offices, with the hope of reducing on-board cash transactions by at least 25 percent. The agency also is criticized for its failure to maintain operable ticket vending machines as do NJ TRANSIT, AMTRAK and PATCO, but SEPTA says it wants to introduce an entirely new fare collection system three or four years down the road.

While there seems to be little progress toward construction of the new Paoli Transportation Center, local governments are looking to create a "village" atmosphere in the area. The Tredyffrin Township Board of Supervisors last month approved an ordinance to change the zoning in the Paoli business district. The measure is intended to encourage dense, mixed-use residential and commercial development within easy walking

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distance of the present AMTRAK and SEPTA station. Amtrak has expressed interest in the plan because it wishes to develop the former Paoli shop and rail yard property on the north side of the tracks, near the site of the planned transportation center. Willistown Township, which encompasses part of Paoli, is expected to take up similar legislation in November.

Most of the service problems on the Regional Rail system last month resulted from traction power or pantograph failures. At 4:20 PM on Thursday, September 6, catenary power was lost through the center city tunnel. Power was quickly restored on all except #3 track while the catenary was inspected. Nevertheless, at least six trains were delayed, two of them for more than 20 minutes. At 8:30 PM the next evening R2 train #9254 lost power just south of 30th Street Station and could not move. While the lone conductor was at the rear of the train several passengers managed to get off and walk up the track to the station platform, much to the consternation of SEPTA officials. A half hour later, AMTRAK lost catenary power on the #2 track near "Holly" interlocking north of Wilmington, with Amtrak train #188 and SEPTA R2 train #4672 becoming stuck in the dead section. The SEPTA passengers were transferred to an Amtrak train on #3 track, as both Amtrak and SEPTA had to send diesel locomotives to rescue their stranded trains. Several other R2 trains were delayed, some for an hour or more, before power was restored.

On Friday afternoon September 14 West Trenton-bound R3 train # 368 was stopped at Meadowbrook station when a plastic bag lodged in a pantograph and caught fire. But the train was able to resume its journey to West Trenton, some 27 minutes late. On the evening of Thursday the 20th ALP-44 locomotive #2308 got a pantograph shoe entangled in the trolley wire in Frazer yard. The catenary was repaired but #2308 and its push-pull train missed their rush-hour assignment from Thorndale the next morning. At 8:55 PM on Tuesday, September 18, a suspicious container was spotted on the platform at the new Fort Washington station. All R5 service was halted while police investigated, and at 11 PM they decided to blow up the container. It proved to be non-explosive.



AMTRAK

AMTRAK has announced that from now on it will issue its national timetables quarterly, instead of every six months. This apparently is in recognition of the many schedule changes which are necessary. The fall timetable will become effective October 29 and the next one in January 2008 (*Trains*)..... AMTRAK expects to have the cracks in the suspension systems of its low-slung Talgo trains repaired in time for the new schedules effective at the end of October. The tilting Talgos, which operate in the Pacific Northwest, were pulled out of service in August after the cracks were discovered, forcing Amtrak to replace them with non-tilting Amfleet cars (see September *Cinders*) Thirty years ago, on October 27, 1978, AMTRAK accepted the first of its double-deck Superliner cars from Pullman-Standard. Of the 479 Superliners built by Pullman and Bombardier over a 15-year period, 22 have been scrapped and another 41 cars stored pending rebuilding. The cars were built in six configurations:

coaches, coach-baggage cars, sleepers, diners, "Sightseer" café-lounges and transition dormitories (*Trains*).

By a vote of 88-7 the Senate on September 11 passed a \$104.6 billion spending bill for the Transportation and Housing Departments in Fiscal Year 2008 beginning October 1. The bill, which includes \$1.4 billion for AMTRAK, must be worked out with the House in a conference committee, but President Bush has promised a veto because it exceeds his budget request. If both houses pass the final bill by more than a two-thirds majority, the veto could be overridden and the bill become law. If Congress cannot finalize action on this and several other spending bills it may be forced to approve a "continuing resolution" to keep the government in operation beyond October 1 at the previous year's funding levels.....Former American Airlines CEO Robert Crandall has been quoted in the *Wall Street Journal* as saying that "improvements to AMTRAK's network in the Northeast are one of the best ways to reduce aviation gridlock." And ex-Continental Airlines CEO Gordon Bethune seconded that by declaring that high-speed trains "should be a national priority. If the French can do it, why can't we?" (*Railway Age*).

AMTRAK service through North Carolina was disrupted on September 19 when CSX inspectors found structural faults in a bridge on the former Atlantic Coast Line main at Kenly, NC. The **Auto Train, Silver Star, Silver Meteor, Palmetto and Carolinian** were all either cancelled or bus-bridged for two days while repairs were made (NARP).....A male trespasser was struck and killed by Washington-bound train #137 at milepost 64 near Levittown on the evening of Thursday, September 13. The death was ruled a suicide. Several Amtrak and SEPTA R7 trains were delayed (#772 for 79 minutes) as the investigation proceededA loaded trash truck careened into the guard rail on the northbound side of the I-95 bridge over AMTRAK's mainline near Eddystone at 11 AM on Tuesday, September 25. Debris from the truck fell onto the 12,000-volt catenary beneath the bridge, catching fire, engulfing the truck in flames and dropping burning trash onto the tracks. The northbound half of the highway was shut down for five hours and Amtrak's New York-Washington service was interrupted for nearly three hours. SEPTA also had to suspend its R2 Wilmington service until about 4 PM, annulling ten trains and delaying others. One northbound SEPTA train made it through the area just before the accident, but southbound #9227 became stranded when the power was shut down and had to get diesel assistance.

AMTRAK has leased four of its stored P40 diesel locomotives to NJ TRANSIT for use in the upcoming New York-Atlantic City casino service (see January *Cinders*). The numbers reportedly are 808, 810, 812 and 820.....*Railpace* recently reported that AMTRAK, contrary to long-standing practice, has issued instructions requiring that all AEM-7 and HHP-8 electric locomotives operate with their front rather than rear pantograph raised. This is not entirely true. It turns out that the order does not apply to push-pull trains such as those running on the Harrisburg line, where personal observation reveals the majority of AEM-7's operate with the rear pantograph against the wire, whether in the push or pull mode. The rule also does not apply to SEPTA, NJT or MARC locomotives.

AMTRAK and Chase Card Services last month launched the Amtrak Guest Rewards World MasterCard. This gives Guest Rewards members the opportunity to earn points on all

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their card purchases, which can be redeemed for free travel on Amtrak or for gift certificates. Members can apply for the new card by visiting the website amtrakguestrewardscreditcard.com.....AMTRAK's "digEplayer" portable video rentals were suddenly discontinued last month when the vendor went out of business. Amtrak had ended the showing of movies in its long-distance lounge cars in favor of the video service (NARP).....GrandLuxe Limited has announced that it will reduce the number of trips its upscale cars will make this winter on several AMTRAK trains, including the **Silver Meteor** between Washington, DC, and Florida (see August *Cinders*). Instead of operating 20 trips on the rear end of the **Meteor** between early November and early January, only three or four roundtrips to Miami will be run, starting December 18. Details may be found at www.grandluxerail.com (*Trains*).



CSX
NS
OTHER ROADS

NORFOLK SOUTHERN has released that latest in a series of television commercials emphasizing the environmental and service benefits of freight rail transportation. Entitled the "Lonely Gallon," the new commercial features several scenes of red gasoline cans skipping along the ground or wading across a river with an NS train in the background.....NS freight trains were involved in two Berks County fatalities last month. On Friday the 14th a woman crossing the tracks of the Harrisburg Line at Douglassville was struck and killed, and early the next morning an apparently-intoxicated Kutztown University male student from Downingtown was killed while walking on the Reading Line tracks in the Borough of Lyons..... Rail freight traffic in the U.S. declined during the first eight months of this year, compared with the same period in 2006. Railroad and trucking executives said there is little prospect of a significant spike in traffic volume this fall, as has occurred over the past several years, indicating that the national economy is weakening. NS CEO Wick Moorman said that "growth in intermodal business during this year's peak season will be modest at best" (*Traffic World*).

CSX CEO Michael Ward has told Bloomberg News that his company will not knuckle under to activist shareholders' demands that it boost its debt, buy back stock, raise prices every year and further increase its dividends. There is apprehension in the industry that hedge funds and private capital outfits which have been pouring money into rail stocks will try to force the carriers to pump up share prices by shortcutting maintenance and other investments needed for the long term. One of these investors, U.K. hedge fund T.C.I. Management, is now CSX's fifth largest shareholder (Mass Bay RRE).....CSX and the State of Maryland are working on a plan to reroute intermodal trains around the City of Baltimore, where restricted clearances in the 1.7-mile Howard Street tunnel prevent the movement of double-stack container trains. The plan possibly would involve moving the trains via Hagerstown, MD, thence over competitor NS (*Trains*).....CSX local train C746 enroute to Lansdale

suffered a minor derailment on the Stony Creek branch in Norristown early on September 13. This move normally occurs only once or twice a week.

NJ TRANSIT set an all-time ridership record in the fiscal year ended June 30, with average system ridership on weekdays averaging 865,000 trips. For the year, NJT handled a record 251 million trips, 4.1 percent higher than in FY 2006. Its commuter rail lines saw a 6.1-percent increase in ridership for the year to a new high of 73 million trips, and a weekday average of 276,000 trips. The Atlantic City Line also grew in popularity, accounting for about 1.3 million annual trips.....This fall, NJT plans to begin its new direct weekend service for casino patrons between New York and Atlantic City (see January, March *Cinders*). As noted above, NJT has leased four stored P40 diesel locomotives from AMTRAK to be used in the service, reportedly renumbered into the 4800 series. Now wearing NJT colors, the 1993-vintage P40's will operate on one end of the train with an ALP-46 electric on the other end providing the power on the Northeast Corridor. This will minimize the time necessary to reverse ends at Frankford Junction. A trial run for VIP's reportedly was set for Saturday, October 6 (Richard Barben).

PATCO last month was forced to admit that its much-hyped "Freedom" smart card system has many bugs in it, and will not debut until later this year or early in 2008. The electronic stored-value card had been promised for introduction this past summer, replacing the card system that has been in use since PATCO opened in 1969. The new smart cards with their embedded computer chips failed too frequently in a pilot project which began a year ago, leading to PATCO's decision to delay the startup of the \$13-million program.....How do you feel about the misuse of the word "trolley" to describe the small buses seemingly used everywhere to haul tourists—such as the recent "King Tut Trolleys" which carried people to the exhibit at Philadelphia's Franklin Institute? This writer thinks that the operators should look up the definition of the word, which clearly refers to electric propulsion.

Philadelphia Chapter's FP7 #903 and sister #902 left their longtime home at Pocopson on September 27 dead-in-tow, enroute to Pennsburg, PA, for use on several excursions over the ex-Reading Perkiomen branch (see September *Cinders*). The routing is EAST PENN-BRANDYWINE VALLEY-NS via Coatesville, Abrams, Reading, Allentown and Emmaus Junction. It's been nearly six years since their last excursion service, but the two beautifully-restored units will finally see action on East Penn's line between Pennsburg and Emmaus Junction, sponsored by the Upper Perkiomen Valley Chamber of Commerce. The new owners of #902, the Reading Company T&HS, will furnish on-train volunteers, and Philadelphia Chapter will be represented by its restoration staff including Frank Lancaster, Bob Morris, Dave McGuire and Bruce Irvin. Following the excursions on October 6-7 and 13-14, the FP7's are to be moved to the Railroad Museum of Pennsylvania at Strasburg via NS for winter display. Meanwhile, repairs have been completed at the Maiden Creek stone-arch bridge on READING & NORTHERN's ex-Pennsy line near Leesport, PA, restoring access to RCT&HS's yard at Leesport and the site of its proposed museum and headquarters in Hamburg. Ultimately, the FP7's may be based there, along with out-of-service #900.

(Continued on Page 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).

For a number of years, it stopped in Philadelphia nearly every day – Baltimore & Ohio 3303 (ex-3300) was a square-end buffet/parlor/observation car that was assigned to the streamlined heavyweight edition of *The Royal Blue* passenger train. It began running between Washington and Jersey City on April 25, 1937. The skirted (still) relic is complete with rear-end B&O emblems, has been saved, and is headed to the West Virginia Railroad Museum at Belington! (*The Transfer Table*).....The Maryland Historical Society is reducing costs and is closing the Baltimore Civil War Museum. Why do we care? Because the Museum is located in the former President Street Station that was built and operated by the Philadelphia, Wilmington & Baltimore and later the Pennsylvania Railroad from 1849 to 1953. The first blood of the Civil War was shed nearby when, on April 19, 1861, the 6th Massachusetts Volunteers arrived by train and were assailed by a mob of Southern sympathizers resulting in death to four soldiers and 12 Baltimoreans. The Baltimore & Ohio Railroad Museum is giving consideration to continuing the operation. (*Potomac Rail News*).....Why were they named Odenton and Bowie, MD? The Pennsylvania Railroad stations and towns were named after Maryland Governor Oden Bowie, who also happened to be the president of the Baltimore & Potomac Railroad (*The Timetable*).

The former Reading passenger and freight stations at Telford are having some \$600,000 spent on renovations. Telford Borough hopes to lease the buildings to restaurateurs. Speaking of Reading food service, former RDG diner #1186, located on North Broad Street, is being converted into a steak sandwich shop and has had the interior stripped. Perhaps it can be saved in the future (*The Crusader*).....The terrible Interstate 35W bridge collapse in Minneapolis-St. Paul?? Does the phrase “they don’t make them like they used to” apply here? One wonders when we know about the heavy freight trains that are daily banging across the ex-Reading (now CSXT) Falls Bridge – it’s only 154 years old (and, there are many other similar examples) (Roy).....The benevolent old Philadelphia & Reading! A letter from John Tucker, Esq., P&R president, dated November 26, 1846 says “...the keeping of Thanksgiving Day as a holiday, or rather, frolicking day, is, I regret more general than I supposed – and I fear the Coal Region will take advantage of it also, to lose a day. By this very ridiculous custom, we shall lose some \$7,000 or \$8,000, even if all hands are sober enough to resume their work tomorrow, is very questionable.” (Rick Bates – *The Bee Line*).

Now You Know Department: the custom was inaugurated on December 1, 1912, when the **Panama Limited** started running between Chicago and New Orleans. The train was started in anticipation of heavy travel involved with the construction of the Panama Canal. Over the years it became an institution in the mid-South. For example, a few people still recall that Judge T. P. Guyton of the Sixth District recessed his court five minutes every session for 12 years so everyone could watch the **Panama** roll through Viaden, Mississippi.....Another Point of View: Seeing the “butcher job” Mr. Jenks had done on several lightweight diner-lounge cars, converting them to diner-parlor and diner-coaches was unconscionable. Having no restrooms and requiring first class and coach passengers to go to an adjoining car to use the facilities prompted me to make the following statement

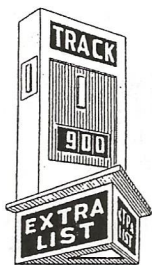
at a MoPac/ICC train-off hearing in Little Rock in 1968: “They would take the seats out of the coaches and make passengers sit on orange crates if they thought they could get away with it!” (John A. Mills, *Arkansas Railroader*).

Now, how about those (almost) 60-year-old Budd-built Rail Diesel Cars? The first ones (1950) were sold to New York Central, with some very late ones built as Baltimore & Ohio’s *Speedliners* (with dining section) between Philadelphia and Pittsburgh (via Washington, DC). The Boston & Maine owned the most RDC’s (109)! The Southern Pacific had only one, and the Pennsylvania Railroad never had any, but part-owned subsidiary Pennsylvania-Reading Seashore Lines had 12 that sometimes actually ran as one train. Western Pacific Railroad’s *Zephyrettes* ran on the 925-mile Salt Lake City, UT-Oakland CA; the last RDC built was delivered to the Reading in 1962, and half the Lehigh Valley’s fleet (Car #40) is preserved at the Railroad Museum of Pennsylvania at Strasburg. A few soldier on in regular service (extensively rebuilt) on VIA Rail Canada and Dallas/Fort Worth’s Trinity Rail Express. Must have been a pretty good product! (Roy).....Remember those bulbous United Aircraft TurboTrains ordered in 1966 by Canadian National? They were originally painted red and white and inspired the phrase “Turbo, the red-nosed train, dear”. They did have serious malfunctions, though, and sputtered on for 16 years before being retired. A little-known or ignored fact, however, is that a VIA Turbo set the Canadian rail speed record of 140.6 mph on April 22, 1976 (*Railroad History*).

Like to see trains in Hollywood movies?? Then, a must-see is the first four or five minutes of “*Pal Joey*”. In gorgeous Technicolor we see a Southern Pacific train arriving at the “Oakland Mole” station in the 1950’s. It is headed-up by a beautiful semi-streamlined 4-8-4 with plenty of smoke and steam. Frank Sinatra detrains and walks to the Southern Pacific ferry with the train in the background. There are also brief interior and exterior views on the ferry with San Francisco in the background and good views of the Espee Ferry Terminal and even Espee’s headquarters (*Turner Classic Movies*).....Speaking of Southern Pacific, here is another point of view: During the 1977 Espee stockholders’ meeting a couple of investors asked SP Chairman and President B. F. Biaggini about passenger service. He said, “The SP operates trains for Amtrak.....but in an energy shortage economy, however, it had to be emphasized that the bus is the more efficient and economical mode of surface transportation.” (*SP Bulletin*, Volume 61, Number 4, 1977).

Back to the movies, Roy likes tough actor Russell Crowe, but before you rush off to see the latest “*3:10 to Yuma*” movie (2 hours) recommended by *New “Yawk” Magazine*, you might want to see the 1950’s classic with Glenn Ford and Van Heflin – what could be better? (Roy).....Remember Actress Jean Stapleton (Edith Bunker) in “*All in the Family*” on TV? Well, Edith (real name Jean Murray) worked for some years as a secretary in the Norfolk & Western’s Foreign Freight Traffic Department in New York City (*N&W Magazine*).....By the mid-1920’s, the Pennsylvania Railroad rostered 152 dining cars and served 3.9 million meals a year, (10,700 meals daily)! The PRR also employed over 1,779 people in its dining car department. More than 130 diners serving the same number of trains regularly moved through 13 states (Joe Welsh).....Have you seen the private car *Louis Sockalexis*? It’s odd name belies its Pennsy roots. The former sleeper is beautifully restored in complete PRR livery and was originally the *Frank Thomson*, one of the “President” series flat-end observation cars built by Pullman in 1949. Now it is a two-double-bedroom, two drawing room lounge-observation, and certainly will turn heads when it rolls by (*Private Varnish*).

OCTOBER 6-7, 13-14: Restored Reading FP7 diesel locomotives #902 and 903 to power a series of excursions over East Penn Railway's ex-Reading Perkiomen branch from Pennsburg to Emmaus Junction, PA, and return, sponsored by Upper Perkiomen Valley Chamber of Commerce. Engine 902 is now owned by the Reading Company Technical & Historical Society and 903 by Philadelphia Chapter NRHS. Coaches and parlor car will be furnished by the Morristown & Erie Railroad and the train staffed by RCT&HS volunteers. Trains will leave Pennsburg at 8 AM, 11 AM, 2 PM and 5 PM on all fourdays for the 22-mile round-trip, including passage through the ¾-mile-long Dillinger tunnel. Coach fares are \$16 adults, \$8 children (3-12), which can be purchased at trainside. Parlor car seats for the 8 and 11 AM trips only are \$35 per person. For information, telephone the Chamber of Commerce at 215-679-3336 (website: www.upvchamber.org).



OCTOBER 6, 8, 13, 20, 21, 27: Steam-powered excursions from Steamtown National Historic Site, Scranton, PA over ex-Lackawanna mainline to Moscow, PA, and return, departing from the Steamtown station at 1 PM, returning at 3 PM. Fares: \$21 adults, \$19 seniors (62 and over), \$15 children (6-16). Reservations may be made by telephoning 570-340-5204 (9:30 AM-4:30 PM). Website: www.nps.gov/stea.

OCTOBER 6: Light rail seminar at Electric City Trolley Museum, Scranton, PA, beginning at 12 Noon. Several light rail executives will appear as speakers and slide presentations will be featured, as well as a 12-mile round-trip ride on the museum's trolley line. Admission: \$35 per person in advance, \$40 at door, including the trolley ride. For information, telephone 570-963-6590.

OCTOBER 7, 14, 28: Steam-powered excursions from Steamtown, Scranton, PA to Tobyhanna, PA, and return, departing the Steamtown station at 11 AM, returning at 3 PM. Fares: \$31 adults, \$26 seniors (62 or over), \$20 children (6-16). Reserve tickets as shown in October 6, 8, 13, 20, 21, 27 item above.

OCTOBER 13-14: Autumn leaf steam excursions on Reading & Northern Railroad from Port Clinton to Jim Thorpe, PA and return, using recently-restored 4-6-2 Pacific #425 and open-window coaches. Saturday and Sunday trains leave Port Clinton at 9 AM, returning about 6:30 PM, with 3-1/2 hours layover in historic Jim Thorpe. Coach fare: \$99 per person regardless of age. (Telephone 610-562-2102 weekdays for limited first-class reservations.) Order tickets from: Reading & Northern Railroad, Passenger Department, P. O. Box 218, Port Clinton, PA 19549-0218, making checks payable to the railroad. For further information, visit website www.rbmrr.com.

OCTOBER 13-14: "Model Railroading Days" at Railroad Museum of Pennsylvania, Strasburg, with operating layouts, model building workshops and demonstrations of new products by leading model manufacturers. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: www.rrmuseumpa.org).

OCTOBER 18: Films from the National Canal Museum's Bethlehem Steel collection will be presented by Historian Lance Metz as part of the Museum's Fall Lecture Series. Program begins at 7:30 PM in the Museum auditorium at Two

Rivers Landing, Easton, PA. Admission is free. For information, telephone 610-559-6613.

OCTOBER 20: Autumn leaf diesel-powered excursion on Reading & Northern Railroad from Port Clinton to Jim Thorpe, PA and return. Train leaves Port Clinton at 9 AM, returning about 6:30 PM, with 3-1/2-hour layover at historic Jim Thorpe. Fare: \$39 per person regardless of age. (Telephone 610-562-2102 weekdays for limited first-class reservations.) Order tickets from: Reading & Northern Railroad, Passenger Department, P. O. Box 218, Port Clinton, PA 19549-0218, making checks payable to the railroad. For further information, visit website www.rbmrr.com.

OCTOBER 27: Railroiana auction (Second Section), featuring items from the Estate of Philadelphia Chapter Member John J. Burke, at Maurer's Auctions, Ridge Fire Company Pavilion, 480 Ridge Road (Route 23), Spring City, PA 19475. Inspection Friday 7 PM to 9 PM and Saturday 8 AM to 10 AM, with auction starting at 10 AM. For information telephone 610-323-1573 or 610-367-5024, or visit website www.maurerail.com.

NOVEMBER 2-4: "Lackawanna Railfest 2007" at Steamtown National Historic Site, Scranton, PA, featuring visiting locomotives and private cars, mainline excursions, night photo session and banquet at Radisson Lackawanna Station Hotel. As details are firmed up, information will appear on the museum's website (www.nps.gov/stea).

NOVEMBER 2-5: Rare-mileage "private varnish" excursion from Philadelphia on Friday to Reading, Allentown and Portland, PA, via Norfolk Southern, then Delaware-Lackawanna to Scranton, powered by Juniata Terminal E8A's #5711 and 5809 hauling several private cars. Saturday will be spent at Steamtown National Historic Site during Lackawanna Railfest, then Sunday the train will operate to Olean, NY via Canadian Pacific, NS and WNY&P. Monday the train will return via WNY&P and NS to Harrisburg and Amtrak to Philadelphia. To date, no coach class accommodations have been announced. First class fare in private car Caritas: \$4,920 double occupancy, including enroute meals and admission to Steamtown. For information and reservations telephone High Iron Travel at 608-850-3740 (website: www.highirontravel.com).

NOVEMBER 3: Behind the scenes tours of Amtrak's Washington Union Station, sponsored by Washington, DC Chapter NRHS, beginning at 10 AM and 2 PM. Fee: \$10 per person. For tickets, send check to: Washington, DC Chapter NRHS, c/o Mike Martin, Reservation Agent, 503 Mayfield Avenue, West Chester, PA 19380-5211, specifying desired tour. For information, telephone 610-429-5858.

NOVEMBER 10: Camden & Amboy Railroad Symposium, presented by the C&A Railroad Historical Group, a chapter of the PRRT&HS, in Bordentown, New Jersey. This day-long affair is available to C&ARHG members at \$15.00, and non-members at \$30.00. For additional information, contact Mark Liss, Symposium Coordinator, at 609-443-4000, extension 210 during the day, or 215-757-6631 evenings, or via E-mail at bmliss2@verizon.net.

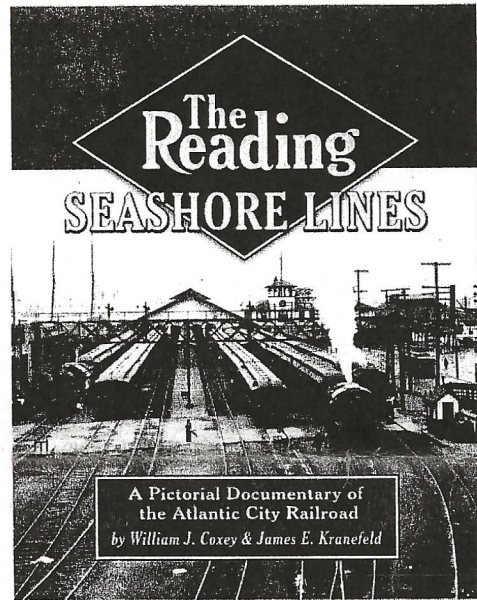
THROUGH APRIL 2008: "Spanning Centuries: Railroad Bridges of Pennsylvania" exhibit at Railroad Museum of Pennsylvania, Strasburg, including historic photos, blueprints and artifacts. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: www.railroadmuseumpa.org).

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PHILADELPHIA EXPRESS

(Continued from Page 6)

Owner John C. Nolan has sold his East Penn Railways (EPRY) and Penn Eastern Rail Lines (PRL) to Colorado operators, who have renamed the properties EAST PENN RAILROAD. The new system headquarters are in the former Pennsy station at Kennett Square, PA. EPR operate numerous former branchlines, mostly ex-Reading, including the Wilmington & Northern between Coatesville and Wilmere, DE, and the Perkiomen branch between Pennsburg and Emmaus Junction (*Railpace*).....An Ohio company is trying to revive the practice of painting large ads on the sides of freight cars, which is now forbidden under industry rules. The idea harks back to when shippers such as Swift & Company and Miller Brewing used their privately-owned cars to hawk their products, and when the old Bangor & Aroostook painted boxcars red, white & blue with "State of Maine Products" lettering. Wouldn't the ads be preferable to the now-ubiquitous graffiti "art" seen on so many railcars? (*Trains*)

A bill now being considered in Congress is the Railroad Competition & Service Improvement Act of 2007. It is being pushed by the chairman of the House Transportation Committee, Representative James Oberstar of Minnesota, and is backed by several shipper groups. The bill has set off alarm bells in the railroad industry, which views it as re-regulation and a reversal of the Staggers Rail Act of 1980 which largely deregulated the railroads and set the stage for their economic revival. Congressional testimony pointed out that American rail customers on the average pay less for their freight service than shippers

anywhere else in the world. The Association of American Railroads estimates that enactment of the measure would cost the industry \$5 billion annually in lost revenue. Another bill causing concern to the railroads is the Federal Railroad Safety Improvement Act of 2007, which would mandate the Federal Railroad Administration to be a much tougher enforcer of safety rules and sharply raise fines for violations (*Trains, Traffic World*).....A landmark study done for the AAR estimates that it will cost up to \$148 billion to build enough new rail facilities to meet the looming crisis in national freight capacity. "Without this investment, 30 percent of the rail miles in the primary corridors will be operating above capacity by 2035, causing severe congestion that will affect every region of the country and potentially shift freight to an already heavily congested [highway] system," says the study (*Railway Age*).



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