

**Special Note: Philadelphia Chapter Meeting will be held  
FRIDAY, SEPTEMBER 28, 2007 – See Notice on Page 2**



# C O N T E N T S

**SEPTEMBER 2007**



**IN THIS ISSUE**

Philadelphia Chapter News.....1-2  
 PHILADELPHIA EXPRESS, by Frank Tatnall.....3  
 Extra List.....7  
 ODDS AND ENDS, by Roy L. Hudson.....9

Volume 67

Number 8

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](http://www.phillyNRHS.com)**

## **NRHS Dues Increase Passes; Philadelphia Headquarters Must Move**

### **FP7's 902 and 903 to Move; October Excursions Scheduled**

The Chapter's FP7 Committee personnel, together with Reading Company Technical & Historical Society people, have been busy over the summer months readying former Reading FP7's 902 (now owned by RCT&HS) and 903 (owned by Philadelphia Chapter) for a move from their present location at Pocopson, PA to Pennsburg, PA, along the former Reading Perkiomen Branch, where they are scheduled to operate on excursions sponsored by the Upper Perkiomen Chamber of Commerce on the weekends of October 6-7 and 13-14, 2007.

Much work has been required for the units to move via Norfolk Southern to Emmaus Junction on the East Penn Railway. The units had to be equipped with Umler identification tags, and had to be inspected by NS mechanical personnel, some of whom originally worked for the Reading and were familiar with them.



Following the excursions in October, it is expected that the units will be moved to the Railroad Museum of Pennsylvania at Strasburg for the winter, where they will be on display for visitors.

Ticketed to mark the 50<sup>th</sup> anniversary of the Upper Perkiomen Valley Chamber of Commerce, the excursion trains, featuring the 902 and 903, plus passenger equipment from the Morristown & Erie Railway, will make several 22-mile round trips on the ex-Reading route through upper Montgomery County and

(Continued on Page 10)

At the Board of Directors meeting held in Chattanooga, TN on Friday, August 24, 2007, the NRHS Board approved the proposed 50 percent increase in National dues for the year 2008 by a margin of 3-1, but only after a lengthy and rather contentious meeting. Philadelphia Chapter cast an absentee ballot, with all four of its votes against the dues increase. While it was recognized that an increase was warranted, our Chapter board is of the belief that such a large increase will result in a serious deterioration of the NRHS membership base throughout the Society.

As a result of the vote, National dues will increase from \$22 to \$33 per member. At the same time, the Chapter's board analyzed the Chapter's fixed expenses, and decided that a \$2 increase in our Philadelphia Chapter dues is needed in the coming year, meaning that 2008 dues will be set at \$50 per primary member. Those maintaining a Chapter-only membership, with their "home" membership through another Chapter, will see a \$1 increase in their dues to the same \$17 that primary members pay.

As previously mentioned, NRHS has contracted with Fernley & Fernley, a Philadelphia firm specializing in non-profit management services, to process Society membership matters effective September 1, 2007. Fernley & Fernley will charge NRHS a base fee of \$70,000 per year in what seemingly amounts to an open-ended contract with additional per transaction fees.

The Fernley & Fernley contract has produced a number of back-and-forth changes. Chapters (even small ones) were told they would have to transmit all membership renewals to F&F electronically; if the submission was manual, the chapter would be subject to per submission charges that would border on being usurious. Then, it was decided that all members would submit their dues to F&F, who would then send monies (and potential

(Continued on Page 2)

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 President .....William 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.

## MEETING NOTICE:

**SPECIAL NOTE:**  
**Philadelphia Chapter Meeting**  
**FRIDAY, SEPTEMBER 28!!!**

#### FRIDAY EVENING, SEPTEMBER 28, 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, 9<sup>th</sup> Street above Locust  
(\$6.00 after 6 PM), Parkway garage, also 9<sup>th</sup> above Locust  
(\$5.75 after 6 PM), or Downtown Garage, Walnut Street east of  
10<sup>th</sup> (\$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 will begin its 2007-2008 meeting season on  
**FRIDAY EVENING, SEPTEMBER 28, 2007 (Please note  
change of date of this meeting from September 21).** The  
program portion of this meeting will feature Member Frank Tatnall  
with a narrated slide lecture, **Reading Railroad – The Last  
Decade**, detailing the Reading's 1971 fall into bankruptcy and its  
ultimate absorption into Conrail on April 1, 1976.

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, SEPTEMBER 25, 2007 to Chapter  
Secretary Marie Eastwood at 215-947-5769.** The menu for  
September is tossed garden salad, entrée choice of **Maple  
Bourbon Chicken or Tortilla Crusted Filet of Fish**, garlic  
rosemary mashed potatoes (chicken) or seasoned orzo pilaf (fish),  
sautéed green beans, and chocolate cake with raspberry sauce. **NO-  
shows will be responsible for payment for meals ordered!**  
*(Please note that meetings for the 2006-2007 year are scheduled  
in the Faculty Club, on the second floor of the Alumni Hall.)*

Plan to join your fellow members for our **September 28** meeting.  
Why not come for dinner as well.

## NRHS Changes (Continued from Page 1)

donations) back to the individual chapters. Apparently, when it  
was discovered that this would result in greatly increased bank  
charges (and F&F transaction fees) for the large number of checks  
involved, our National management recanted. While dues bills  
will be mailed directly to members by Fernley & Fernley, dues  
payments will be submitted back to the chapters, as of this writing.

One potential result of the above changes may be the  
dissolution of some smaller chapters of the Society, who would be  
seemingly unable to withstand some of the transaction charges if  
someone in their chapter is not computer literate. Over the years,  
the strength of NRHS has been in its chapters, but it has now  
become rather apparent that the present management seems to  
favor the concept of an At-Large member-based Society.

In an unrelated but strangely coincidental event, NRHS  
President Molloy announced at the Chattanooga meeting that the  
Society was informed it would have to vacate its National library  
and offices in the Robert Morris Building at 17<sup>th</sup> & Arch Streets.  
While the negotiated lease called for NRHS to be there through  
September 30, 2009, it was announced that the building had been  
sold and would be converted to another use (read condominiums,  
given its location across the street from the new Comcast Tower).  
This proposal had previously surfaced, but then had been dropped.

NRHS is looking for a project manager for this event,  
and if a volunteer does not surface, then a paid professional will  
have to be hired. According to President Molloy, NRHS does not  
require that the libraries be located in Philadelphia, nor that the  
office and library collections must be housed in the same facility.  
An open option is the relocation of the libraries to an educational  
institution.

Over the next few months, it will be interesting to see  
what effect these changes have upon our own Philadelphia Chapter  
membership base, as well as that of the rest of NRHS.

Meanwhile, Member Frank Tatnall observed the  
following members at the 2007 NRHS Convention: John Bawden,  
Howard Bender, Bob Brewster, Rich Copeland, Bill Crawford,  
Sheila Dorr, John Dziobko, Ed Graham, John Harmon, Don Kehl,  
Charles Oettle, Jim Rich, Lee Schultz and Ruth Wolf. Please let  
the Editor know if we missed you.

# PHILADELPHIA



FRANK G. TATNALL, JR.



**SEPTA  
TRANSIT**

Now that the dust has settled on the transit funding battle in Harrisburg, SEPTA still has one sticky issue to deal with. And it is one that has generated more than the usual amount of public resentment, as well as criticism in the media. Of course, we are talking about SEPTA's abortive attempt to eliminate its 60-cent paper transfers, which was to become effective August 1. According to the City's estimate, this would have forced some 45,000 SEPTA riders who use the transfers to pay two fares—not to mention the 18,000 City students who ride SEPTA to and from school. SEPTA's rationale for the move was to encourage multi-vehicle riders to purchase weekly or monthly passes, but as critics pointed out many of those affected use transit on a less than daily basis, making passes uneconomical for them. All of this is in stark contrast to the average 11-percent fare hike effective July 9, which generated relatively little public outcry since for the most part it reflects the rate of inflation since the prior increase in 2001.

SEPTA immediately ran into trouble on the transfer issue when the City of Philadelphia filed suit in Common Pleas Court to halt the plan. On August 1, the day the transfers were to be eliminated, Judge Gary F. DiVito issued an injunction to stay the action. Then, the Federal Transit Administration fired off a letter directing SEPTA to analyze the effect that the elimination of transfers would have on low-income riders, although FTA later withdrew its demand. Finally, on August 16 Judge DiVito issued an order upholding the City's complaint, ruling that the SEPTA board's decision to eliminate transfers was taken "without any study of the impact on those who would be most adversely affected (and) without any semblance of a 'modernization plan' ready..." He called SEPTA's action "capricious and...a manifest and flagrant abuse of discretion," ordering the agency to reinstate the transfers. SEPTA quickly announced that it would appeal Judge DiVito's ruling to the State Commonwealth Court. Meanwhile, the problem of handling school pupils seemingly was resolved with new State funding for free weekly student TransPasses. (Until now, Philadelphia students using SEPTA service had to purchase discounted tokens, and in fact were the only middle and high-school students in Pennsylvania who did not receive free transportation.)

As of *Cinders'* presstime, SEPTA continues to issue transfers under court mandate, but the hard feelings linger. SEPTA insisted that it had performed the required analysis of the economic impact, declaring that it "believes in the fundamental fairness" of its recent fare changes. In an unusually blunt public statement, General Manager Faye Moore decried the "false allegations that SEPTA discriminated against minority and low-income riders." She said that SEPTA had been damaged by these "baseless and mean-spirited claims," an apparent reference to charges leveled by City representatives and by various advocacy groups such as

DVARP and the Public Interest Law Center of Philadelphia. Moore concluded by saying, "To imply in such a public forum that the Authority failed in its obligations to uphold the civil rights and liberties of our customers and that we failed to comply with Federal rules and regulations has dealt a blow to us, certainly in the court of public opinion. Now we must wait to see if these baseless allegations will harm us in a court of law."

Yet another unresolved issue is the size and makeup of the SEPTA board. The original funding legislation in Harrisburg contained a provision to increase Philadelphia's representation on the board, commensurate with the fact that the great majority of SEPTA riders live or work in the City. But this controversial item was deleted from the bill in the State Senate, although several lawmakers said that they would revisit the issue when the Legislature reconvenes this month. The four suburban counties, of course, will strongly resist any change in the current arrangement, in which each county—including Philadelphia—may appoint only two members to the board.....The press reported last month that two Republican Congressmen from northwestern Pennsylvania had threatened to introduce legislation aimed at voiding the State's attempt to place tolls on Interstate highway 80. The tolling initiative, which is contained in the transportation funding bill passed by the Legislature in July (see August *Cinders*), would be a major source of funding not only for transit but for the repair of the State's deteriorating highways and bridges—many of which are located in western Pennsylvania. The widely-publicized collapse of the I-35W bridge in Minneapolis last month, in which 11 persons died, emphasized the need for new funding to address the problem of the nation's aging transportation infrastructure. The proposal to withhold Federal approval for the tolling of I-80 is given little chance of success in the Democratic-controlled Congress.

As reported here last month, seniors 65 and over now can ride SEPTA transit for free at any time, the rush-hour blackout periods having been eliminated effective August 1. Seniors now can ride Regional Rail at any time for \$1 within Pennsylvania (85 cents when purchased in ten-ticket strips).....The 16-day shutdown of the Market Street el ended on Monday morning, August 27, but weekend outages resume on Friday evening, September 14, and each weekend until Thanksgiving. The usual bus substitutions will be operated between 69<sup>th</sup> Street Terminal and the 40<sup>th</sup> Street subway station.....SEPTA is apologizing to its Route 13 trolley riders for the slow speeds on Chester Avenue between 42<sup>nd</sup> and 49<sup>th</sup> Streets because of poor track conditions. Much of the line already has new rail and ties but this section probably will not be renewed until next year.

As with previous issues, the covers of SEPTA's latest timetables for Norristown High Speed Line Route 100 and trolley Routes 101 and 102 feature historical contrasts. The Route 100 timetable effective August 27 shows a current scene of an N5 car

(Continued on Page 4)

## PHILADELPHIA EXPRESS (Continued from Page 3)

at what appears to be Garrett Hill station, together with a 1974 view of a Bullet car. The 101 and 102 folders show a present-day Kawasaki car descending the hill from the Naylor's Run bridge in Upper Darby and St. Louis car #13 at the same location in 1969. (In both cases the right-of-way appears to be choked with grass and weeds!).....SEPTA received many complaints about the wraparound ads for Colt 45 malt liquor which appeared on two of its buses. U.S. Representative Bob Brady condemned the ads, telling SEPTA that "Given our rising epidemic of violence, your promotion of especially dangerous malt liquor is extraordinarily counterproductive." SEPTA quickly agreed to remove the ads.

After almost a year of work the new Route 100 station at Gulph Mills is nearing completion. Two new glass-block shelters have been erected, as have new platforms just north of the present station and ramps for handicapped passengers. No opening date has been announced.....SEPTA Chairman Pasquale Deon, Sr., found his name in the *Inquirer* last month, when the newspaper reported that his brother Vincent had been taken to task for writing an e-mail which seemingly demanded that those who benefit from Republican rule in Bucks County should help recruit voters for this year's political campaign. Vincent Deon's tactics were publicly disavowed by the party leadership. A supervisor in Northampton Township, he has since resigned from the county GOP's executive committee..... Wilmington Chapter is concerned about the steep increase in SEPTA charter rates as it will affect its annual trolley excursions. Nonetheless, it is advertising a PCC-II trip for November 11, along with an orange work PCC, but the ticket price has not yet been firmed up. It could be in the range of \$60, with a minimum of 25 passengers needed. An update will appear in October *Cinders*.



## SEPTA REGIONAL RAIL

On Friday, August 3, AMTRAK crews completed the rebuilding of #1 track from Paoli to Overbrook, with only a mile of ballasting and surfacing work still to be done. The track was returned to service the following week. Then, on Monday, August 13, crews on the Track Laying System began renewing the #4 westbound track with new welded rail and concrete ties, starting at Paoli. (By early September the big machine had advanced as far east as Devon station.) SEPTA and Amtrak placed new schedules in effect on August 13, with virtually all westbound R5 and Harrisburg trains now using the #3 track west of Bryn Mawr. When #4 is completed in November, all four main tracks in the 14.4 miles between Paoli and Overbrook will have smooth-riding welded rail, as will the #1 and 2 tracks between Overbrook and "Zoo." SEPTA also is working on plans to install new track between "Zoo" and the Spring Garden Street overpass. Meanwhile, work continues on the north end of the Mainline between "Gwynedd" and Lansdale, with hourly service in effect

middays Monday to Friday due to the single-track operation. In July, SEPTA crews performed tie, surfacing and grade crossing replacement work between Glenside and "Gwynedd." Effective September 10, SEPTA began operating a midday rail shuttle service on weekdays between Doylestown and Lansdale, with passengers transferring there.

As of early September, there is no evidence yet of the new ticket office which has been promised for Temple U station .....Last month some badly-needed roof repairs were underway at the R5 Merion station.....The historic R5 Wayne station will be the subject of a \$12-million improvement project to be carried out over the next two years. The station, which already has seen some interior upgrades, will receive high-level platforms, handicap ramps and other betterments..... In contrast to the transfer fiasco (see above), SEPTA seems to have successfully implemented its plan to charge "on-board" fares for tickets purchased on Regional Rail trains, even if the ticket office at the boarding station is not open. Under the plan, which became effective July 9 as part of SEPTA's fare increase package, tickets purchased on board are subject to a surcharge of 50 cents to \$1.50 over the cost of single-ride tickets purchased in advance, depending on the fare zone. Prior to this change, a standard on-board penalty of \$2 was charged, but only if a passenger boarded at a station where the ticket office was open for business .....SEPTA reissued all of its Regional Rail timetables, effective August 12, except for the R6 Cynwyd on the 13<sup>th</sup>.

The usual hot-weather glitches affected SEPTA's Regional Rail service during the summer, with broken or sagging catenary wires responsible for several problems. On Friday, July 27, R1 train #9130 got a pantograph entangled in the wire on the Airport Line near 60<sup>th</sup> Street, causing ten trains to be partially annulled. In the evening of Tuesday, August 7, a wire over #1 track at the R2 Folcroft station on AMTRAK's Northeast Corridor dropped onto northbound R2 train #7256, delaying several other trains. Diesel #61 had to rescue #7256. Downed catenary at both the Langhorne and Woodbourne stations on the afternoon of Wednesday, August 8, forced the suspension of R3 West Trenton service east of Neshaminy Falls for seven hours until the wire train completed repairs. A 16-foot, 9-inch-high car in CSX local freight B745 out of Lansdale struck the catenary at several locations along SEPTA's Mainline early on August 28, but caused no damage and there were no delays to SEPTA trains.

Miscellaneous problems last month included a fire which heavily damaged the northbound platform at North Broad station on the afternoon of Friday, August 3. Only minor delays resulted. On Saturday, August 11, at least 16 trains had to be annulled because of a shortage of engineers available for duty, many of them assigned to R5 trains. At 5:40 PM on Monday the 13<sup>th</sup> the parking lot at Lansdale station had to be shut down because a bomb-sniffing dog gave handlers an alert. Police finally issued the all-clear at 9:10 PM. Again in Lansdale, on Tuesday afternoon, August 21, a truck ran into the gate and standard at the Broad Street crossing, knocking out signal power on the Mainline north of "Gwynedd." Numerous R5 trains were delayed. A long train fouling a lead track in West Trenton yard on the morning of Monday the 27<sup>th</sup> caused some delays until the equipment was moved out of the way. That same afternoon push-pull train #6378 headed by AEM-7 #2303 experienced an electrical problem in Powelton yard, and later broke down at Noble station enroute to West Trenton. A host of following R3 and R5 trains were delayed anywhere from five to 47 minutes.

(Continued on Page 5)

# PHILADELPHIA EXPRESS

(Continued from Page 4)

On the evening of Wednesday, August 29, CSX freight train Q409 broke an air hose 95 cars from the head end on #1 track east of Woodbourne, delaying R3 train #389 for 27 minutes and 390 for 43 minutes. During the morning rush on Thursday the 30<sup>th</sup> AMTRAK lost catenary power for 25 minutes on the Corridor in North Philadelphia, delaying two R7 Trenton trains and three R8 Chestnut Hill West trains. A signaling glitch at "Schuylkill" interlocking east of 30<sup>th</sup> Street Station at 9:30 PM on Friday, August 31, caused R1 train #9167 to be routed toward an occupied track at the station. The train stopped safely but all traffic was held out until the situation could be investigated, delaying trains for the rest of the evening. On the afternoon of Tuesday, September 4, train #4648 got a pantograph entangled in the catenary at Airport Terminal C-D. The wire train was summoned to make repairs but several R1 trains were delayed. Late that same evening, R3 train #389 died at Wallingford station and had to be shoved to Elwyn by following train #393. Total delay to #389: 95 minutes.



## AMTRAK

AMTRAK appears to be benefiting from the turmoil which is affecting air travel all over the U.S., during a period which *Business Week* calls the "summer from hell." The media are full of horror stories about the airlines' poor on-time performance, lost baggage and arriving planes sitting on the tarmac literally for hours waiting for gates. The NBC-TV "Nightly News" carried a report on September 4 showing that many travelers in the Northeast Corridor have switched from air shuttles to Amtrak's Acela Express service, which currently boasts an 88-percent on-time record. The program included on-board interviews with Acela passengers who said they are happy with its service, extra space and conveniences.

In late July the House of Representatives passed a \$104-billion transportation and housing bill for Fiscal Year 2008, which contains \$1.4 billion for Amtrak. The Senate was expected to take up the measure this month, although President Bush has threatened to veto any spending bill that exceeds his budget request. The Administration has asked for only \$800 million in funding for Amtrak in FY 2008. During its debate the House defeated several amendments to the bill, including one which would have stripped Amtrak of its legal right to receive priority over freight trains. If no agreement can be achieved with the White House on FY 2008 spending, Congress will be forced to pass a "continuing resolution" to keep the government running past the October 1 start of the new fiscal year.

AMTRAK posted a six-percent increase in ridership systemwide through the first ten months of the current fiscal year. Acela ridership alone was up 24 percent over the year-ago period. Even the *Wall Street Journal*, a longtime critic of Amtrak, carried an editorial in its August 23 edition pointing out Amtrak's improving position as a travel mode. But a spokesperson for Jet Blue Airways—an airline which became notorious for its service failures last winter—called subsidies for Amtrak "wrong." She implied that these funds should be diverted to help build an improved air traffic control system which will cost at least \$44 billion—more than Amtrak has received over its 36-year lifetime (NARP).

Noted Hollywood Director M. Night Shyamalan was seen in 30<sup>th</sup> Street Station on August 13, as he filmed scenes for his new thriller "The Happening," starring Mark Wahlberg..... Early last month AMTRAK was forced to pull its low-slung Talgo trains out of service in the Pacific Northwest, due to cracks found in the suspension systems of the lightweight trains. This forced a schedule slowdown in Cascades service as conventional Amfleet equipment was substituted. Because of Amtrak's equipment shortage, a few Northeast Corridor trains had to be cancelled because their cars were needed to fill in for the ailing Talgos (even though many older Amfleet I coaches remain stored out of service at Wilmington and Bear, DE).....The east side of 30<sup>th</sup> Street Station faces out on a long-running project to rebuild the JFK Blvd. bridge over the Schuylkill River and to widen 29<sup>th</sup> Street. No completion date has been announced.

Extreme high temperatures in late July forced many railroads to reduce train speeds. AMTRAK has a policy of cutting track speeds on the Northeast Corridor when the temperature reaches 95 degrees, as a precaution against heat kinks in rails and sagging catenary. Other carriers such as SEPTA and NJ TRANSIT have similar policies (*Weekly Rail Review*) ..... AMTRAK will receive a one-time infusion of \$5.1 million in funding to beef up security, according to the Department of Homeland Security. Transit systems nationwide will receive \$100 million in the current fiscal year, including \$86 million for eight high-risk urban areas (Philadelphia will get \$5.9 million). The Homeland Security bill passed by Congress in July directs the secretary of transportation to spend \$650 million over the next three years for security upgrades on AMTRAK's Northeast Corridor. It also contains \$3 million for Amtrak to begin preliminary planning for an alternate tunnel alignment through Baltimore (NARP).....AMTRAK's "Arrow" reservation system was shut down for most of Saturday and Sunday, August 25-26, because of the failure of a power distribution panel. A NARP spokesman pointed out that "when Amtrak's reservation system shuts down the trains still run (but) when an airline's system quits, so do the flights."

There is now some doubt as to whether the long-discussed station at Paradise, PA, on AMTRAK's Harrisburg line, will actually be built. Due to relocation of the site and the rather onerous requirements for handling handicapped passengers, the estimated cost of the project has ballooned from \$2.4 million to \$10 million. The station would provide an interchange between Amtrak, the STRASBURG RAIL ROAD and local buses (NARP) ..... AMTRAK has reached a tentative labor agreement with the Brotherhood of Locomotive Engineers & Trainmen, and members of the Fraternal Order of Police have ratified a new three-year pact with Amtrak (NARP).

GrandLuxe Rail Journeys, which announced that it will operate its luxury railcars on the rear of AMTRAK's Silver Meteor in November and December between Washington and Miami, FL, has added Orlando and West Palm Beach as origins/destinations. GrandLuxe also is offering a \$100 on-board credit for alcoholic or non-alcoholic beverages to Amtrak Guest Rewards members who purchase space from GrandLuxe. This announcement was misinterpreted in the press as applying to passengers in the Amtrak section of the train, which it does not. GrandLuxe was formerly known as American Orient Express (*Trains*).....AMTRAK has created a website that will allow visitors to learn the history, ownership and other information about stations served by the railroad. Currently, stations on the routes of the Empire Builder and California Zephyr are included

(Continued on Page 6)

## PHILADELPHIA EXPRESS (Continued from Page 5)

on the website ([www.greatamericanstations.com](http://www.greatamericanstations.com)) and other stations and routes will be added over time (*Trains*) .....NARP has launched a "Grow Rail" campaign which supports its vision of the nationwide passenger rail system over the next 40 years. In this area, proposed additional routes would be Philadelphia-Allentown-Scranton-Binghamton-Buffalo and New York-Allentown-Reading-Harrisburg.



CSX  
NS  
OTHER ROADS

In August, NORFOLK SOUTHERN placed the last of its four newly-rebuilt F-units in service. The sleek-looking A-B-B-A set, painted in Southern Railway-style black-and-white with gold striping, made its first trip from Altoona to Norfolk, VA, then on to Dallas TX. The units are numbered 4270 (F9A), 4275 and 4276 (F7B's) and 4271 (F9A). They have been approved for operation on AMTRAK with a maximum speed of 90 mph .....NS in July purchased a company which produces synthetic diesel and jet fuel from coal. It plans to acquire a second similar company (*Traffic World*).....NS and the Brotherhood of Locomotive Engineers & Trainmen have reached a tentative labor agreement which links engineers' pay to the railroad's performance. The agreement, which extends through 2014, also includes wage increases and other benefits for some 5,100 employees (*Trains*).....In the Philadelphia area there are 57 highway bridges rated as "structurally deficient" and in need of repair or replacement, according to an *Inquirer* report. The most critical of these bridges is the DeKalb Street span over NS's Harrisburg Line in Bridgeport, which is to be closed this month for rebuilding.....CSX has added a third main track to its RF&P Subdivision in Washington, DC, in a congested area south of the Capitol Hill tunnel (NARP).

Trenton-bound NJ TRANSIT train #7801 carrying 900 passengers became stuck in an AMTRAK tunnel just west of New York's Penn Station early on Sunday, August 5. The passengers were evacuated after catenary damage halted the train..... An automobile ran into the side of a River Line train in Burlington, NJ, on the morning of Tuesday, August 14, forcing NJT to bus passengers around the scene. There were no injuries to train riders.....NJT has announced that it will extend bus route 552 to the Atlantic City rail terminal to better serve transferring passengers. The 552 serves popular coastal towns including Wildwood and Cape May.....The Delaware River Port Authority has signed agreements with two engineering firms, whose job it will be to analyze the three routes proposed for a PATCO extension into Gloucester County, as well as a new light rail line along the Philadelphia waterfront. The Gloucester County extension is expected to cost at least \$2 billion and the Philadelphia line around \$1 billion (Bill Vigrass).

Walter G. Rich, 61, the longtime president of Delaware Otsego Corp. and NEW YORK, SUSQUEHANNA & WESTERN RAILWAY, died of cancer on August 9. Rich launched his railroad career in 1966 when he began operating steam tourist

trains on 2.6 miles of a former New York Central branch out of Oneonta, NY. He later moved the operation to the ex-Delaware & Hudson Cooperstown branch, and in 1980 his DO gained control of the failing NYS&W. He built it into a key player in the transcontinental double-stack container business, even taking some of the business away from the much larger CONRAIL by linking up with D&H, CSX and NS. To do so he reactivated parts of the old NYS&W and Lehigh & Hudson River, while acquiring trackage rights over Conrail from North Jersey to Binghamton, NY. Eventually, after the Conrail split in 1999, CSX and NS assumed joint ownership of NYS&W but Rich remained president. In 2005 he formed the CENTRAL NEW YORK RAILROAD, which leases NS's former Erie Southern Tier Line between Port Jervis and Binghamton, NY. But Rich made sure that DO headquarters remained in Cooperstown.

As part of the Homeland Security bill passed by Congress in July and signed by the President, the U.S. DOT has been given authority to dictate routes for trains carrying certain hazardous materials. This action stems from the long-standing dispute between CSX and the Washington, DC, City Council over the Council's effort to ban the movement of toxic inhalation hazard (TIH) shipments such as chlorine on CSX's ex-Pennsy line, which runs only a few city blocks from the U.S. Capitol and other government buildings. The railroads and DOT are mandated to study possible alternate routes around major cities, with the rerouting to begin as early as 2009. In the case of Washington, TIH traffic could be moved over a more circuitous route via NS through Hagerstown, MD, and Harrisburg .....The Federal Railroad Administration has proposed new passenger railcar crash standards which would require that the front corner posts of an MU or cab car must withstand at least 300,000 pounds of force—double the present rule. These are the same standards advocated by the American Public Transportation Association for cars ordered in 2009 and later, to better protect passengers and crew in the event of a head-on impact (*Trains*).

Chapter Member Henry Posner, whose Railroad Development Corp. runs several railroads in the U.S. and overseas, was featured in an article carried in a July issue of the *Wall Street Journal*. The subject was RDC's takeover and rejuvenation of the state-owned narrow-gauge railway system in Guatemala. But the government has failed to live up to its signed concessions, tried to confiscate RDC's equipment and refused to remove squatters from the rail property. After ten years of effort, this has forced Posner to suspend operations in Guatemala and to take his complaint to international arbitration under the Central American Free Trade Agreement. The whole episode, the *Journal* says, has reinforced the country's image as a banana republic which isn't interested in attracting outside investment to help build its economy..... More of Member Richard Reuss' vast collection of railroadiana was to be put up for sale at an auction in Ludwigs Corner, PA, south of Pottstown, on September 14-15. Still another session, held by the auction house of Wiederseim Associates, is scheduled for November 23-24. For information, go to the website [www.wiederseim.com](http://www.wiederseim.com).

The Altoona Railroaders Memorial Museum now says that its famous K4 locomotive #1361 will return to Altoona next year from Scranton (see August *Cinders*). But it will be in several pieces and will require further extensive work before it can run again. Despite ten years of work at the Steamtown shop and millions of dollars spent on the restoration, there are no longer any

(Continued on Page 8)

SEPTEMBER 22, 2007:

Photographers special on Wilmington & Western Railroad using ex-PRR doodlebug #4662, sponsored by Baltimore Chapter, NRHS. Trip departs from Greenbank station, Marshallton, DE, at 10 AM, returning about 2 PM. No food service on board. Fare: \$22 per person (Sales limited to 50 tickets). Order tickets from: Baltimore Chapter NRHS, P. O. Box 10233, Parkville, MD 21234-0233.

SEPTEMBER 22-23:

Bel-Del Railfan Weekend at Phillipsburg, NJ, sponsored by NYS&W Technical & Historical Society. Ex-NYS&W 2-8-2 #142 will operate over six miles of the former PRR Belvidere Delaware branch along the Delaware River. Steam passenger trains will leave Phillipsburg both days at 11 AM, 12:30, 2 and 3:30 PM. Other events also are scheduled. All-day fee \$50 on Saturday, \$45 on Sunday. For information, contact NYS&WT&HS, P. O. Box 121, Rochelle Park, NJ 07662-0121 (website: [www.877trainride.com](http://www.877trainride.com)).

SEPTEMBER 29:

Silver anniversary special on Syracuse branch of New York, Susquehanna & Western Railway, using two yellowjacket-painted NYS&W locomotives, sponsored by Central New York Chapter NRHS. Train will leave Armory Square station, Syracuse, NY, at 8:30 AM enroute to Cortland, NY, returning to Syracuse about 5:30 PM. Photo stops and runbys are scheduled. Fares: \$39 adults, \$32 seniors 62 and over, \$20 children (3-15), \$75 first class. Breakfast \$5, lunch \$10 additional. Order tickets from: Central New York Chapter NRHS, P. O. Box 229, Marcellus, NY 13108-0229, enclosing stamped, self-addressed envelope. For information, telephone 315-488-8208.

SEPTEMBER 30:

Annual model railroad show & Sale sponsored by Lehigh Valley Chapter NRHS at Dieruff Senior High School, Irving & Washington Streets, Allentown, PA, 10 AM-4 PM. Admission: \$3 per person, \$5 per family. For information, contact Paul Kuehner, P. O. Box 300, Laurys Station, PA 18059-0300 (telephone 610-261-0133).

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 3/4-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](http://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](http://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.rbmnrr.com](http://www.rbmnrr.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](http://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.rbmnrr.com](http://www.rbmnrr.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](http://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

## PHILADELPHIA EXPRESS (Continued from Page 6)

predictions being made about when the engine will steam again. But the museum is emphatic in saying that the project is not dead (*Trains*).....There is better news about Philadelphia Chapter's ex-Reading FP7 #903, which together with sister #902 is scheduled for two weekends of fantrips next month on the Perkiomen branch out of Pennsburg, PA (see separate story and "Extra List" in this issue). Most paperwork has been completed to allow the units to move from their longtime base at Pocopson, PA, on EAST PENN RAILWAYS, and a final check by NORFOLK SOUTHERN inspectors was set for September 11. By the time you read this, it is hoped the two units will be on their way to Pennsburg, where volunteers from the Reading Company T&HS and Philadelphia Chapter will be on hand to supervise the excursions.

The B&O Railroad Museum in Baltimore has received funding for the restoration of former CSX GP38 locomotive #9699, which was named by *Trains Magazine* in 1982 as the "All American Diesel Locomotive." It was built by EMD in 1967 as Baltimore & Ohio #3802, becoming Chessie #3802 before being renumbered CSX 2002 and finally painted in maintenance-of-way orange and renumbered 9699. It was donated to the museum by CSX, and has received a \$10,000 preservation grant from *Trains* .....STRASBURG RAIL ROAD has constructed a new shop measuring 25 feet wide by 188 feet long, which will be used primarily for painting, carpentry and upholstery work (Harrisburg Chapter).....CAPE MAY SEASHORE LINES received some coverage in the *Inquirer's* August 23 edition, when roving Photographer Tom Galish visited Tuckahoe and interviewed CMSL President Tony Macrie. The present excursion operation between Tuckahoe and Richland is mentioned.

The United Transportation Union, which represents some 80,000 railroad employees, is planning to merge with the Sheet Metal Workers Association AFL-CIO, forming a 310,000 member organization. The new union will be known as "SMART," for Sheet Metal, Air, Rail & Transportation Workers. UTU is the only major rail union which has not yet agreed to a nationwide deal with U.S. railroads on pay and benefits .....*USA Today* on August 20 carried a major article on the efforts of many towns to eliminate the sounding of locomotive horns in their communities, through upgraded crossing protection and construction of new overpasses.....The slowdown in track improvements on North American railroads is evidenced by the reduced volume of crosstie purchases this year. For the year through June, tie purchases are running 12.7 percent below the pace of 2006, with 10.1 million ties purchased versus 11.62 million at the same point a year earlier (*Traffic World*) .....Ross Rowland, a name from the past, was the imaginative entrepreneur behind the "American Freedom Train" of 1975-1976 and many steam excursions—as well as the experimental runs of 4-8-4 #614 for American Coal Enterprises. Now he reportedly wants to run a commemorative "Yellow Ribbon Special" across the nation in honor of wounded war veterans, a la Bennett Levin's two "Liberty Limited" Army-Navy Game trains. Rowland wants to use #614, but that engine has been stored out of service for several years at the READING & NORTHERN shop in Port Clinton, PA. A proposed startup date of July 2009 appears to be very ambitious, but one never knows (Harrisburg Chapter).

## Extra List (Continued from Page 7)

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](http://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.

**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](http://www.railroadmuseumpa.org)).

---

## NH&I to Run Annual Fall Foliage Trains

New Hope & Ivyland Railroad will again operate its annual fall foliage trains between SEPTA's Warminster station and New Hope. The diesel-powered trains will run every Saturday and Sunday in October, leaving Warminster at 10:30 AM and 1:15 PM. Connections are made from SEPTA R2 trains arriving Warminster at 9:55 AM and 12:55 PM respectively. Return trips leave New Hope at 12 Noon and 3 PM, allowing morning passengers more than three hours to shop and visit in historic New Hope.

The NH&I trains will include open-window coaches and a first class bar car. For information, telephone 215-862-2332 (website: [www.newhoperailroad.com](http://www.newhoperailroad.com)).

---

## Chapter Sets 2007-2008 Meeting Dates

Listed below are tentative meeting dates for the 2007-2008 meeting year. Please mark your calendars and note that there are variations from the 3<sup>rd</sup> Friday, mostly caused by various religious holidays.

September 28, 2007 (4<sup>th</sup> Friday)  
 October 19  
 November 16  
 December 14 (normal 2<sup>nd</sup> Friday in December)  
 January 18, 2008  
 February 15  
 March 14 (2<sup>nd</sup> Friday – 3<sup>rd</sup> Friday is Good Friday)  
 April 18  
 May 16  
 June 20



## 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).*

Remember those great Santa Fe hi-level cars built by Budd in the 1950's and 1960's? Some still soldier on in Amtrak service. Today there are three hi-level coaches on the **Heartland Flyer** and four hi-level lounge cars doing business on the **Coast Starlight**. Also, under "Equipment for Sale" are ex-Santa Fe full-length dome cars that have been in service in Alaska from 1987 to 2003 (rebuilt 1994-97) and are ready-to-run for between \$375,000 and \$475,000. Interested? Contact [dbeagle@Holland America.com](mailto:dbeagle@Holland America.com) (P. R. Essel and *Metro Magazine*).....Some time ago, we talked about the shortest named Pullman cars, which at that time came to about a half dozen or so, all with three-letter names. Well, we found a hometown road that ties the record. In 1910 Pullman built a batch of "Tuscan red" (13-1) parlor cars for the Pennsylvania Railroad. One of these cars was named **Gap**. Some of the others in this lot had longer but familiar names: **Bowie**, **Delair**, **Enola**, **Glen Loch**, **Pomeroy** and **Holidaysburg** (*The Mixed Train*).....On July 7, 2007, Norfolk Southern demolished the former Reading Company "Bird" (BO) tower at Birdsboro, PA. The tower was originally built in 1926 when the fourth track was added between Douglassville and Birdsboro. The tower was closed in the 1960's (Rick Bates).

Former Reading losses under Conrail: On July 31, 1981, SEPTA/Conrail ended Budd RDC passenger service between Philadelphia and Reading/Pottsville. On July 28, 1991, "Nice" tower, the last Reading tower in Philadelphia, was closed (*Lancaster Dispatcher*).....Trackwork is being performed on Norfolk Southern's Lititz Secondary track that runs north from Lancaster. The line was once part of RDG's Reading & Columbia branch and today NS operates five locals a week to Lititz serving a number of industries including Johnson & Johnson's Listerine mouthwash plant. Also nearby is the famous Wilbur Chocolate Factory and the World's largest building of mousetraps (under the Victor name). If you visit Lititz, don't forget to see the Lititz Reading station (replica) and caboos (*The Crusader* - Rick Bates).....As we are all aware, the classic and obsolete semaphore signals are becoming rare on the American railroad scene. A few still survive on borrowed time on CSXT (former Monon, we believe) in Indiana. Can readers advise of any others still in service closer to the Philadelphia area? For that matter, how about highway crossing "wig-wag" signals - another rare bird (Roy).

Red Arrow Lines Thoughts: In July, 1963, after purchasing the famed *Electroliners* from the Chicago, North Shore & Milwaukee for third-rail operation to Norristown, the company also considered buying the eight double-ended PCC cars (#450-457) from the Illinois Terminal for its (then) three "trolley" routes. Those cars were rejected in 1964 because of their poor condition after six years in dead storage. PSTC's Ardmore Line was then converted to bus operation on December 29, 1966 (*Whistle Talk*).....Has It Been That Long? Sunday, July 1, 2007 represented the 50<sup>th</sup> anniversary of the Chicago, Aurora and Elgin's ("Roarin' Elgin") sudden abandonment of passenger service on Chicagoland's "third" interurban railway. A re-enactment was held recently at the Illinois Railway Museum to commemorate the sad event. The CA&E had served Chicago's western suburbs since 1902 (*Rail and Wire*).....Did the Santa Fe, Rock Island and Lackawanna know

they may have been following the Pennsylvania-Reading Seashore Lines' lead? PRSL operated these name trains early on: **The El Capitan** (1937-38), **The Rocket** (1922-36) and **The Twilight** (1937-40). (C. T. Baer, *West Jersey Rails*).

Believe It or Not Department: The horsecar industry reached its zenith in the 1870's-1880's. One of the rarest horsecars ever built was for the "Tramway Rural", a horse-powered interurban that served Buenos Aires, Argentina and beyond for some 90 miles. Because of the slow equine speed the road operated a "sleeping car" powered by a hay-burner that featured eight berths and toilet facilities (*Cassiers Magazine*, 1899).....In 1883, Magnus Volk opened an electric railway along the waterfront in Brighton, England and today it holds the record of being the oldest operating electric line in the World. At present the railway is 2' 8-1/2" gauge, runs just under 1.25 miles long and is third-rail powered. At 110 volts, it is just enough to crank up your electric razor!! (L. J. Dean).....I. K. Brunel, one of Britain's railway icons, built his (1838) Great Western Railway to a 7' 1/4" gauge (yes, seven feet!). Parliament later decreed that all new lines were to be built to 4' 8-1/2", but it wasn't until 1954 before GWR laid any of the narrow gauge. In 1892 the last section of broad gauge between London (Paddington) and Penzance was converted (*Stem Railway Magazine*).

### Roy's Consist Corner

Prepared by R. L. Eastwood, Jr.

#### AMTRAK Train #20 - Crescent

New Orleans to New York - A Saturday in February 2007

AMTK 207, 177	GE P42 diesel-electric (New Orleans-Washington)
AMTK 919	AEM-7 electric - (Washington-NY)
AMTK 1206	Baggage car
AMTK 62015	<b>Island View</b> - Viewliner sleeper
AMTK 62013	<b>Harvest View</b> - Viewliner sleeper
AMTK 8521	Heritage diner (ex-SOU 3306)
AMTK 28002	Amfleet II lounge
AMTK 25100	Amfleet II coach
AMTK 25034	Amfleet II coach
AMTK 25071	Amfleet II coach
AMTK 25114	Amfleet II coach

Source: Charles H. Bogart

What about the "Dogs" at the Pennsylvania Railroad's St. Clair Avenue roundhouse in Columbus, OH?? Well, in 1956 the PRR leased some Santa Fe 5000-series 2-10-4 steam locomotives to help with an upsurge in traffic. The AT&SF locos and tenders had a wheelbase of 123' 5", too long for St. Clair's 110' turntable. Smart PRR men built special turntable rail attachments ("Dogs") that provided just enough extension to lift and clear the existing tracks. The Santa Fe tenders, however, had to be very low on water so they could ride up on the "Dogs" (PRRT&HS - *The Pennsy in the 1950's*).....Steam Fans - Steam is running in Zimbabwe (well, sort of) because the locals cannot afford parts for the abused diesels. Bad coal and poor maintenance is hurting the bedraggled fleet of Beyer-Garratt's but that doesn't stop the steam enthusiasts from visiting this wretched country and its dilapidated railroad (from Neil Moran).....Burlington Northern Santa Fe runs a merchandise freight train (PASCWY) from Pasco, WA to Conway, PA via the old GN-CBQ-Chicago-NS. (*Railroads Illustrated*).  
(Continued on Page 10)

**ODDS AND ENDS** (Continued from Page 9)

20<sup>th</sup> Century Fox is in pre-production for a new railroad-themed film called "Unstoppable". The plot is about a runaway train (surprise!) carrying a cargo of toxic material that is heading for a town. The film is being scripted by "Live Free or Die Hard" writer Mark Bomback, so if made and released you can expect plenty of Bam! Boom! Bang! (*Ties and Tracks*).....Have you seen the third installment of the "Bourne Trilogy" movies? Action junkies love this "spies run amuck" series. The latest is "The Bourne Ultimatum" out with good reviews, is filmed on location in Moscow, Virginia, Italy, Paris, London and New York. David Ansen says his favorite part is a dazzling "cat-and-mouse" game in London's crowded Waterloo station (*Newsweek*).....Every 90 minutes, someone in this country is hit by a train. A train, OK?? Trains are on a track, they can't come and get you. They can't surprise you when you step off a curb! You have to go to them. Got that?? (George Carlin via *The Fast Mail*).

Okay, everybody has read about the French TGV train that broke the World speed record in April 2007 at 357 mph. That's all well and good, but just remember that the July 23, 1966 speed of 183 mph (on jointed rail) is still the fastest non-electric record in the Western Hemisphere. Yes, Budd-built and jet-powered New York Central RDC-3 #M-497 rocketed to fame near Bryan, OH and established the U.S. speed record that still stands today. (*Flight of the M-497*).....The first horse-drawn street railway line was in New York City in 1832. The cars operated between Union Square and the New York & Harlem Railroad's station at 42<sup>nd</sup> Street (APTA-2006).....India's modern Mumbai (formerly Bombay) has some of the World's worst living condition and has about 7 million rail commuters heading to "center city" each day. The trains are overflowing with 700 passengers crammed into or clinging on each passenger car meant to carry 120 people. About 3,000 people are killed on the tracks in India each year! (*The Economist*).

**Reading FP7's** (Continued from Page 1)

eastern Lehigh County, including the ¾-mile-long Dillinger Tunnel, between Pennsburg and Emmaus Junction.

Trains will leave Pennsburg October 6-7 at 8 AM, 11 AM, 2 PM and 5 PM and take approximately 2-1/2 hours. Trains on the October 13-14 weekend will leave Pennsburg at 8 AM, 11 AM, 1 PM and 5 PM.

General coach seating on the trains is \$16 for adults, and \$8 for children (3-12). Parlor car seats are \$35 per ticket or

\$950 for the entire car, which seats 29 people. Individual parlor car tickets are available only for the 8 AM or 11 AM trips. Trains will depart from 220 Pottstown Avenue in Pennsburg, near the intersection of PA Route 663 and Railroad Street. Additional ticketing information is available from the Upper Perkiomen Chamber of Commerce, at 215-679-3336 or their website at [www.upvchamber.org](http://www.upvchamber.org).

Philadelphia Chapter deeply appreciates the hard work on hot summer weekends by our FP7 personnel. In addition, Chapter Member (and RCT&HS Member) Dale W. Woodland has devoted much time and energy to making these trips a reality.

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

**FIRST CLASS MAIL**  
U. S. Postage  
**PAID**  
Permit Number 12  
Huntingdon Valley, PA 19006



**FIRST CLASS MAIL**

Paul G. Moore  
1957 Inverness Dr  
Scotch Plains NJ 07076-2636

