



CINDERS

JULY 2009



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Newsletter of the
PHILADELPHIA CHAPTER
NATIONAL RAILWAY HISTORICAL SOCIETY, INC.
 Post Office Box 7302
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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: \$53.00 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.

Chapter Meeting Dates Announced for 2009-2010

Philadelphia Chapter has announced its meeting dates for the 2009-2010 year, subject to approval by Thomas Jefferson University.

Our first meeting of the season will be on the **4th Friday of September, the 25th**. There is a conflict with the Jewish holiday of Rosh Hashanah, which begins on Friday, September 18. In December, our meeting will be held on the 3rd Friday, December 18, because our normal second Friday falls on the first night of **Hanukkah**. The following are the 2009-2010 meeting dates:

September 25, 2009 (4 th Friday)	October 16, 2009
November 20, 2009	December 18, 2009
January 15, 2010	February 19, 2010
March 19, 2010	April 16, 2010
May 21, 2010	June 18, 2010

The June meeting will not conflict with the 2010 NRHS Convention, which will be held in Scranton, Pennsylvania, from June 22-26, 2010. Members are urged to note the above dates on their personal calendars.

If your *Cinders* Arrives in Bad Condition

If your *Cinders* arrives damaged, contact Editor Larry Eastwood at 215-947-5769 or reastwood2@comcast.net and a replacement copy will be promptly be sent to you.

NRHS Raises Dues for 2010

At its April 19 Directors Meeting in Norwalk, CT, the NRHS Board approved an increase in the primary member dues rate from \$33.00 to \$36.00 per year beginning with the 2010 year.

Philadelphia Chapter's Board has decided to hold the level on our Chapter dues (\$17.00) for one more year. Accordingly, full Philadelphia Chapter, NRHS members will see their total dues set at \$53.00 for the year 2010, and that amount will be reflected on the 2010 dues bills, which will be mailed to members in October.

According to NRHS President Greg Molloy, "Many of the things the NRHS must purchase (like postage, printing and telephone) are growing steadily more expensive, and other (like paper and travel) are expected to rise quickly as soon as the economy starts to turn around. Failure to stay ahead of inflation will result in a need to cut back services and curtail our ability to make planned improvements to the libraries and websites....."



JULY 17, 2009: Annual Bill Wagner Summer Dinner will be held at Main Street Café, Lancaster Avenue, Berwyn, PA, across street from SEPTA's R5 Berwyn station. Complete details were in the June issue of *Cinders*.

JULY 18: "The Griffins Local" rare mileage trip, sponsored by Massachusetts Bay RRE, will operate on the Griffins Industrial Track of the Central New England Railroad from Hartford, CT to Griffins and return. Two round-trips will be offered, departing Hartford, CT at 10 AM and 2 PM. Price was not included in news release from Mass Bay RRE, but tickets are on sale and complete details may be obtained from website www.massbayrre.org/GriffinsLocal.html. Telephone orders for tickets will be accepted with VISA or MasterCard only, beginning June 1, at 1-978-470-2066.

JULY 18-19: Annual "Train Days" at Williams Grove, PA, sponsored by the Williams Grove Historical Steam Engine Association. Hours: 9 AM-4 PM Saturday, 9 AM-1 PM Sunday. Steam train rides with ex-PRR B4a 0-6-0 #643, model train display, horn and whistle blow, railroaders sale and flea market will be featured. For further information, visit website www.wghsea.org.

JULY 19: Diesel photo freight on Middletown & Hummelstown Railroad, featuring newly-repainted Western Maryland Alco S6 #151. Train leaves Middletown station at 8 AM. Fare: \$45 per person (limit 50 riders) with prepayment required through Brian's Model Trains, Myerstown, PA. For information, telephone 717-866-6070 (website: briansmodeltrains.com).

JULY 25: Special excursion with Alco locomotives and coaches from West Chester to 30th Street Station, Philadelphia, sponsored by West Chester Railroad and Springfield Historical Society. Train leaves Market Street station, West Chester, at 9 AM, picking up additional passengers at SEPTA's R3 Morton station at 11 AM. After reversing direction at 30th Street, train will return to Morton for a ceremony to celebrate restoration of historic ex-Pennsy outbound station shelter, before proceeding to West Chester and then back to Morton. Fare: \$25 per person. Order tickets from: West Chester Railroad, ATTN: 30th Street Trip, P. O. Box 385, Yorklyn, DE 19736-0385.

AUGUST 1: West Jersey Chapter's annual picnic, 1 to 8 PM at Wilson Lake Memorial Park, Clayton, NJ (on Route 47 south of Glassboro). Picnic Chair Dottie Connell will provide hamburgers, hot dogs, chips, etc., and the Chapter will supply cold sodas. Large swimming pool (with lifeguards), rest rooms, bath house and enclosed pavilion will be available. An early afternoon presentation will be made on the history of railroading in the area. Philadelphia Chapter members and families are invited, but should call Dottie Connell at 856-694-2560 by July 23 so that she can have sufficient food available.

AUGUST 11-16: "Steam on the Range 2009" NRHS National Convention at Duluth, MN, highlighted by steam and diesel excursions, tours of iron ore region, rail facility tours, seminars, annual banquet and night photo session. Convention brochure and order form have been mailed to pre-registered members. For further information, telephone 612-770-8958 (website: www.steamontherange2009.com).

AUGUST 12-15: Railroad Family Days at Railroad Museum of Pennsylvania, Strasburg. Sing-alongs, railroad stories for kids, model railroad layouts, displays and other activities are scheduled. Regular museum hours and admission charges apply. For further information, telephone 717-687-8628 (website: www.rrmuseumpa.org).

AUGUST 15-16: Greenberg's Toy, Train & Hobby Show at Greater Philadelphia Expo Center, Oaks, PA, 10 AM-4 PM each day. Admission: \$7 adults, children under 12 free. For further information, visit website: www.trainshow.org.

AUGUST 30-SEPTEMBER 7: "Steam Engine Show" at Williams Grove Historical Steam Engine Association grounds, Williams Grove, PA. Rides will be available behind ex-PRR B4a 0-6-0 #643. Other attractions include antique tractors, a working sawmill and model train exhibits. For further information, telephone 717-766-4001 or visit website: www.wghsea.org.

SEPTEMBER 5-6: Annual "Lackawanna Railfest" at Steamtown National Historic Site, featuring steam excursions and equipment displays with a "1940's" theme. For information, telephone 570-340-5200 (website: www.nps.gov/steam).

SEPTEMBER 6: "Greater Pittston Charity Steam Ride" excursion from Pittston to Jim Thorpe, PA and return, using newly-restored Reading & Northern Baldwin 4-6-2 #425. Special train leaves Mr. Z's parking lot in Duryea at 9:00 AM, returns at 6:45 PM, with 3-1/2 hour layover in historic Jim Thorpe. Fare: \$75 per person. Limited seating available. Make checks payable to: Greater Pittston Charity Steam Ride and mail to: Greater Pittston Charity Steam Ride, 47 Broad Street, Pittston, PA 18640-2562. Proceeds benefit local Pittston area charities.

SEPTEMBER 20: Work car charter on SEPTA trolley routes, sponsored by Wilmington Chapter NRHS. Converted PCC #2194 line car and Kawasaki car will be used on Route 15-Girard Avenue and other lines with numerous photo stops scheduled. Trip leaves Elmwood depot, Elmwood & Island Avenues, Philadelphia, at 10 AM. Fare: \$45 per person. Order tickets from: Wilmington Chapter, NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860-1003. Credit cards accepted. For information, telephone 973-383-3355 between 9 AM and 5 PM weekdays.

OCTOBER 16-18: Conrail Historical Society Annual Convention is scheduled for Ramada Inn Philadelphia Airport. Further details in September issue of *Cinders*.

THROUGH DECEMBER 31: "Energy, Innovation & Impact" display on how the railroads historically impacted the American environment, at the Railroad Museum of Pennsylvania, Strasburg. Included are film clips of how contemporary railroads are working to utilize cleaner energy. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: www.rrmuseumpa.org).

THROUGH DECEMBER 31: "Trains in Motion Pictures," a presentation on the role of trains in Hollywood movies over the years, at the Railroad Museum of Pennsylvania, Strasburg. Included will be video clips of some of these movies, plus photographs and artifacts. Regular museum hours and admission charges apply. For information, telephone 717-687-8628 (website: www.rrmuseumpa.org).

PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



SEPTA
TRANSIT

The big news in transit last month was bad news for the industry. A tragic rear-end collision between two WASHINGTON METRO subway trains during the afternoon rush hour on June 26 killed an operator and eight passengers, as well as injuring 80 others. The preliminary investigation by the National Transportation Safety Board indicated that there may have been a failure in the computer system which regulates not only the speed of trains but also the separation between them. Transit officials in several other cities were scrambling to inspect any of their lines which—like Washington’s—are equipped with signal systems designed by Alstom. SEPTA, for one, has an Alstom automatic train control (ATC) system in service on the Market-Frankford Line, although a senior SEPTA engineering officer told the *Inquirer* that the Blue Line control system is probably a generation newer than Metro’s. To be safe, SEPTA inspectors will check the signal circuits and computer hardware over the entire 13-mile subway-elevated line. The Broad Street subway operates with a different computerized system, as do those Regional Rail lines equipped with ATC.

SEPTA did indeed issue a newly-designed timetable for the Route 100 Norristown High Speed Line (see June *Cinders*). But the June 15 timetable with its radically-different diagonal red-and-black graphics may be the last to carry the Route 100 identifier, as SEPTA in September plans to drop the number and revive the old NHSL designation in use before “Route 100” was adopted in the 1980’s.....Later this year SEPTA plans to reissue its popular Philadelphia street and transit map, updating the 2006 edition. A new suburban map also is in the works.....A 15-minute video of the Market Street elevated reconstruction project is currently being shown in the lobby of SEPTA’s 1234 Market Street headquarters. The video, which focuses on work done during the 16-day service shutdown last summer, runs continuously outside the customer service office.

On June 30 the SEPTA website at www.septa.org opened a link to the “Google Transit Trip Planner,” which provides schedules, maps and travel information between origins and destinations on the SEPTA system. The current Phase 1 includes all of SEPTA’s heavy rail, light rail and Regional Rail stations, with bus and trackless trolley route information to be added later this year after the task of geocoding all 15,000 bus stops is completed. NJ TRANSIT already is linked to Google, along with many other services which feed transit data into the systemSEPTA is now twittering. Travel alerts can be found at twitter.com/SEPTA.....The TORONTO TRANSIT COMMISSION has just placed a massive order with Bombardier for 204 low-floor streetcars, at a cost of \$735 million. Evidently, the cars will be articulated, each with a capacity of 240 passengers. The contract has an option for 400 more vehicles, which would allow replacement of all of TTC’s current trolley fleet (*Trains*).

Although the Transport Workers Union’s contract with SEPTA expired on March 15, the 4,700 TWU members on the City Transit Division have continued to work under terms of the old contract. Publicly, Local 234 leaders have not talked of a strike, but members did participate with City employees in a “public employee solidarity rally” at center city’s Love Park on June 18. The two non-uniformed City unions saw their contracts expire without renewal on June 30, as Mayor Nutter continues to press for a wage freeze and a new two-tier pension plan. The unions representing Suburban Transit employees also have not threatened a strike, although their contracts expired on April 1.

President Obama last month signed a supplemental appropriations bill which allows public transit agencies to use up to ten percent of their Federal stimulus money to cover operating costs. Until now, funds from the American Recovery & Reinvestment Act (ARRA) could be used only for the construction or repair of physical facilities. It is doubtful that this will lead SEPTA to change its already-announced plans for various ARRA-funded capital projects (see May, June *Cinders*) The American Public Transportation Association reports that more than 80 percent of U.S. public transit systems are faced with flat or decreased funding from local and state sources. This in turn has caused nine out of ten systems to either raise fares or cut service. Fortunately, in Fiscal Year 2010 SEPTA has not yet been forced to do either (*Weekly Rail Review*).....The White House has come out in favor of an 18-month extension of the current SAFETEA surface transportation funding law, which is due to expire on September 30, 2009. Congressional leaders, however, want to quickly enact a new six-year, \$500-billion reauthorization to fund highways and mass transit. One problem is a shortfall in the Highway Trust Fund, caused by lower gas tax receipts in the ongoing recession. The HTF provides all Federal highway funding and 80 percent of Federal transit funds.

At its May 28 meeting the SEPTA board approved the agency’s proposed \$1.13-billion operating budget and the \$418-million capital budget for Fiscal Year 2010, which began July 1SEPTA is recruiting members for its newly-established Youth Advisory Council, which is to provide input from high school and college students on how to improve transit services. The application deadline to the SEPTA Customer Service Department is July 15.....Six display panels created under the supervision of Chapter Member John Calnan for last year’s 100th anniversary of 69th Street Terminal have been moved to the concourse level at SEPTA’s 1234 Market Street headquarters, right next to the PCC car.....SEPTA last month conducted a two-week food drive in cooperation with the Philabundance charity, collecting over nine tons of food from riders and employees for distribution to needy local residents.

Starting late last month, Route 36 trolley service resumed over Elmwood Avenue, after a water main cave-in near 62nd Street had forced SEPTA to run shuttle buses for more than three months. Although repairs were completed at that location,

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bus service will continue on the outer segment of Route 36 along Island Avenue due to a track rebuilding project (see May, June *Cinders*).....Due to the "Dining under the Stars" events on State Street in Media, Route 101 trolleys are turning back at Monroe Street on Wednesday evenings during the summer.....On Sunday, June 21, Broad Street subway service was suspended for a time between Olney and Cecil B. Moore stations because of a signal outage.



SEPTA REGIONAL RAIL

SEPTA and other commuter rail operators could have a major problem on their hands if new hours of service rules issued by the Federal Railroad Administration are enforced. The new rules, set to take effect on July 16, are mandated by the Rail Safety Improvement Act of 2008. They would, among other things, tighten up on the maximum number of hours train service employees can work during a month's period and increase the mandatory rest periods between assignments to ten consecutive hours. If an appeal by the agencies is unsuccessful in postponing the effective date, SEPTA's Regional Rail workforce would be stretched even thinner than it is now, possibly forcing a reduction in weekend service.....It's hard to believe but come November we will be observing the 25th anniversary of the closing of Reading Terminal, on November 6, 1984.

SEPTA's Regional Rail Operations Center took control of the new "K" interlocking near 30th Street Station at 10 AM on June 5. The Desk 5 dispatcher now handles traffic through the reconstructed interlocking which was formerly controlled by AMTRAK's "Zoo" tower (see June *Cinders* and previous issues). Amtrak wanted to relieve itself of the maintenance and dispatching responsibilities because only SEPTA trains pass through the "K" area.....SEPTA handled more than 16,000 riders on its R6 Norristown Line on Sunday, June 7, most of them going to and from Manayunk to view the famed International Cycling Race (see June *Cinders*). This was at least 2,000 more passengers than last year, with half-hourly service again offered to accommodate the crowds. Another event, the Manayunk Arts Festival over the weekend of June 27-28, also drew a sizable ridership on SEPTA, but the normal hourly service was maintained with four-car trains.

Have you noticed the June 21 "new look" timetable which SEPTA issued for the R3 Media-Elwyn line? It features radically different graphics on the front cover, with "Rail Route" shown in large letters and "R3" only in a small circle near the bottom. This is thought to be the opening salvo in a long-discussed plan at SEPTA to eventually eliminate the "R" route designations which were introduced after the opening of the center city tunnel in 1984. Because so many trains (numbered in the 4000-series) now originate on one line and terminate on another ("crossover" trains), some in SEPTA management view the "R"

system as obsolete. But at this time no final decision has been made and no public input solicited. The crossover pattern is being increasingly used to achieve better utilization of equipment.

SEPTA had scheduled two successive weekend rail outages last month between Fern Rock and Jenkintown in order to rebuild a Mainline bridge over Tacony Creek just south of Jenkintown station (see June *Cinders*). While some work was completed on June 13-14, the second construction weekend on June 20-21 was cancelled. That phase has been rescheduled for July 11-12 along with a possible third outage in mid-August, during which shuttle buses will fill the gap. In addition, single-track operation will be in effect on the R3 West Trenton line between Jenkintown and Neshaminy Falls over three weekend periods starting July 18-19, in order to allow for grade crossing repairs. Shuttle trains will run between Jenkintown and West Trenton, with passengers transferring to and from other trains at Jenkintown.

SEPTA is increasing its efforts to rebuild or upgrade many of the 151 stations on the Regional Rail system, with some of the more recent projects receiving Federal stimulus money (see May *Cinders* and previous issues). One of the biggest current projects is at the R7 Croydon station in Bucks County, where \$12 million will be spent to construct new high- and low-level platforms and canopies, climate-controlled passenger shelters, a new parking lot, a bus loop and other improvements. A ceremonial groundbreaking ceremony was held on June 15 with U.S. Senator Arlen Specter and other dignitaries in attendance Meanwhile, work continues on the massive Wayne station rebuilding on the R5 Paoli-Thorndale line, with construction of high-level platforms and three new passenger shelters progressing well. All of the work so far is being carried out just east of the historic Pennsy station building, which also will be restored as much as possible to its original appearance. The \$14-million project is due to be completed by the end of next year.

Lower Merion Township officials and Ardmore-area citizens continue to wrestle with the design of the proposed Ardmore Transit Center. Current discussions between the Township commissioners, local activists and Developer Carl Dranoff concern the location and size of the parking garage which is an integral part of the overall plan, which will include an impressive new station for SEPTA and AMTRAK passengers Both the inbound and outbound high-level platforms at the R5 North Wales station are in service, with restoration work to be done on the original Reading station building. High-level platform construction at the R8 Olney station is well along toward completion, with Ryers station next on the list. As previously reported, a new station building will be erected at Fox Chase, terminus of the R8 line. A local group has succeeded in restoring the historic ex-Pennsy shelter on the outbound side at Morton station, on the R3 Media-Elwyn line (see item in "Extra List" in this issue). SEPTA also plans to rehabilitate the Morton station building on the inbound side.

SEPTA had a spate of train delays from late May to early July, many of them caused by equipment malfunctions. During that period there were at least 30 separate incidents attributable to equipment problems, too many to describe here. Some examples: R3 train #4712 was unable to draw power at Fernwood-Yeadon station on Saturday, May 30, which delayed that train for 74 minutes and several others for lesser periods. On

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the evening of Friday, June 5, R2 push-pull train #9254 with AEM-7 #2303 was delayed for an hour at Newark, DE, when its brakes could not be released. On Tuesday, June 9, R5 express #5561 **Great Valley Flyer** hauled by AEM-7 #2306 was disabled for an hour by a locomotive power failure at Downingtown. It was shoved to Thorndale by following train #7565. The same evening R5 train #581 out of Doylestown stalled at New Britain when it struck a deer, damaging the air line on the front car.

The usually-reliable Great Valley Flyer, R5 express #5561, did not have its normal Comet-car consist on the afternoon of Friday, June 12. Its power, AEM-7 #2304, had to be shopped before leaving Frazer yard at 4 PM so the push-pull equipment from #5571 was substituted out of center city. Train 5571 then ran with six Silverliners borrowed from other trains. Again on Tuesday the 16th unlucky push-pull #9254 had to be annulled from Wilmington north because of a power loss in ALP-44 locomotive #2308. Then, on Monday morning, June 22, R3 express #6325 **Pennypack Limited** with AEM-7 #2301 was annulled before leaving West Trenton because the crew could not charge the brakes. The next day R5 express #553 with six MU's lost traction power in West Philadelphia, but reached Thorndale coupled to Bryn Mawr local #9555. That same afternoon, R2 #9254 was delayed for the third time in the same month when AEM-7 #2303 lost power for 25 minutes.

Signal problems and switch failures—some of them on AMTRAK—also contributed to delays last month. On the afternoon of Tuesday, June 2, AMTRAK signal power failed between Wilmington and Newark, DE, which resulted in delays to several Amtrak trains and the tumbuck of three SEPTA R2 trains at Wilmington. DelDOT arranged for shuttle buses until 6:40 PM when signal power was restored. Early the next day SEPTA suffered a signal power outage on the Warminster Line and control problems on the Mainline between Glenside and "Gwynedd" interlocking near Penlyn. Some 25 R2 and R5 trains were delayed during the morning rush until after signal power was restored at 9 AM. Finally, at 1:35 PM on Friday, June 26, all catenary and signal power from the center city phase break north was lost for about 15 minutes, but that was enough to delay a dozen trains. A signal glitch on the R3 Media-Elwyn line between "Arsenal" and Secane early on Thursday, July 2, delayed several trains until signals were restored to normal by 11 AM.

Of course, we must report the monthly trespasser fatality. A 22-year-old man, wearing headphones and oblivious to the fact that trains actually run on the tracks he was walking on, was struck and killed by R8 train #860 near Olney station about 8:40 PM on Tuesday, June 23. Five other R8 trains were annulled between Wayne Junction and Fox Chase while police investigated. In another bizarre fatality, a 28-year-old man apparently jumped from the R3 bridge over Crum Creek near Swarthmore on Saturday evening, May 30. Two trains were annulled south of Swarthmore and four others delayed as police investigated, later finding his body beneath the high bridge.

R3 train #371 plowed into an unoccupied all-terrain vehicle near Neshaminy Falls station at 5:30 PM on Thursday, June 11. The ATV, which was stuck on the track, reportedly had been borrowed from a Middletown resident, the borrower leaping out of the train's path and fleeing the scene. Passengers were

transferred to #373. The engineer of R5 train #551 reported spotting a man with a rifle near Narberth station about 4:45 PM on Tuesday, June 2. All SEPTA and AMTRAK trains were stopped until police investigated and found nothing, allowing the railroad to be reopened. That same afternoon R3 train #363 struck an automobile which had gone around the gates on Tomlinson Road at Philmont station. Damage was relatively minor and the southbound train was delayed for 30 minutes. R6 train #6660, an extra running for the Manayunk bike race on Sunday, June 7, was delayed for 35 minutes at Spring Mill station while police removed an intoxicated passenger who reportedly was making threats. All Amtrak and SEPTA traffic on Corridor tracks #2, 3 and 4 was halted for a half hour on the evening of Thursday, June 18, while police investigated a suspicious device found in the gauge of #4 track at Bridesburg. In an apparent robbery attempt, a 21-year-old man was shot around 9:30 PM on Monday, June 29, in the parking lot of the Claymont (DE) station. He was treated at a hospital.



NORTHEAST REGIONAL AMTRAK

AMTRAK is in the midst of a program to upgrade its high-speed Acela trainsets, with the work being performed at Philadelphia's Penn Coach yard. As of last month, six of the 20 trainsets had been completed. While the program addresses normal wear and tear issues and the need for some exterior repainting, its focus is on interior amenities such as new carpeting and curtains, better seating in the food service cars, upgraded rest rooms, improved signage and new leather seating in Business Class cars. Amtrak also is testing a pilot system that would bring "wi-fi" service to Acela passengers, enabling them to access the Internet with their laptop computers through wireless communication. Last year, the Acela Express service accounted for 27 percent of all Amtrak ticket sales (*Amtrak Ink*, NARP)AMTRAK has embarked on a \$2-million project to upgrade and standardize signage in its stations, an effort which will include replacement of many worn and faded signs as well as obsolete schedule posters. At 30th Street Station new signage will be placed at platforms and entrances.

AMTRAK will issue new Northeast Corridor train schedules effective July 13, replacing the current timetables dated May 11. Sunday schedules will change effective July 19, including two new Acela Express trips. This is part of the ongoing effort to adjust schedules as track maintenance work progresses in North Jersey and New England (see May, June *Cinders*)Work has already begun at the Bear (DE) shop to refurbish 60 out-of-service Amfleet cars, using funds from the Federal stimulus program (see April *Cinders*). The first of the repaired cars should be back in revenue service this monthAMTRAK is working on a project to equip 262 of its road diesel locomotives with a remote engine monitoring system similar to that already installed on its Acela Express power units (see May *Cinders*). The system also will include digital video recorders, updated Global Positioning System equipment and fuel monitoring capability (*Amtrak Ink*).

AMTRAK Inspector General Fred Weiderhold unexpectedly resigned last month after 35 years on the job. His action raised alarm bells in Congress, with the House Oversight & Government Reform Committee scheduling a hearing on the matter. Earlier, Senator Chuck Grassley of Iowa questioned Amtrak about the timing of Weiderhold's resignation, which came

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soon after the release of a report by an outside law firm critical of Amtrak. The report charged that certain Amtrak officials tried to interfere with the work of the inspector general by insisting that documents supplied to him under subpoena first be reviewed by management. According to Grassley, the report stated that "Amtrak's policies and procedures have systematically violated the letter and spirit of the Inspector General Act." Under that 1980's law all Federal agencies must appoint an independent inspector general whose job it is to report and eliminate waste, fraud and abuse (*Trains*, NARP).....Another notable resignation at AMTRAK last month was that of its vice president for security strategy, William Rooney. His duties were assigned to the railroad's chief of police, John O'Connor, with the intention of combining the Police and Security Departments.

AMTRAK President Joseph Boardman has told employees that he wants to stay in the job, after his one-year "interim" period expires later this year. When his name was mentioned as a candidate for chief executive of New York's METROPOLITAN TRANSPORTATION AUTHORITY, Boardman said that he has a "commitment to Amtrak" and does not intend to look for another job (*Railway Age*)..... Chapter Treasurer Richard Copeland has had a lengthy tenure at AMTRAK, long enough that he has worked under all *nine* Amtrak presidents over the past 35 years: Lewis, Reistrup, Boyd, Claytor, Downs, Warrington, Gunn, Kummant and now BoardmanAMTRAK has installed a Quik-Trak self-service ticket machine in the White House Executive Office Building in Washington. This was at the request of Administration officials, who have asked staffers to consider Amtrak "as the 'greener' travel alternative" (*Amtrak Ink*).....The current four-percent drop in motor vehicle miles traveled on the nation's highways, as compared with the previous 12-month period) is being called the "steepest decline in driving since the automobile was invented" (NARP).

AMTRAK's Penn Station in Baltimore soon will house a 77-room hotel on its top three floors. A deal has been signed with a developer to create "The Inn at Penn Station," a \$9-million "boutique" hotel in the classic station built by the Pennsylvania Railroad in 1911.....The \$8-million restoration of the Elizabethtown station on AMTRAK's Harrisburg line (see June *Cinders*) was singled out last month on ABC and CNN news programs as one of the "most wasteful" projects to be funded by the Federal stimulus law. A critic of the law, Senator Tom Coburn of Oklahoma, cited the station as an example of allegedly wasteful spending. What wasn't mentioned is the fact that, yes the stone station building itself has been closed for 30 years, but more than 80,000 Amtrak passengers use the station's platforms each year!.....Have you seen the ad posters at some SEPTA stations put up by the Philadelphia tourist agency (website: gophila.com) which reads: "Dear Afraid to Fly. Philadelphia is only a short drive away so you can get here in a car..." No mention by these "travel experts" of the fact that Philadelphia has excellent AMTRAK service.

The Main Line Times carried a story in its June 4 edition headlined "Judge blasts AMTRAK for arresting Merion man on his own property." A homeowner near Merion station had for years planted a garden behind his house, which backs up to Amtrak's Harrisburg line, until one night in March a railroad

brush-clearing crew came along and ripped up the garden. It turned out that no one knew exactly where Amtrak's property line was located, but in previous years Amtrak personnel had told him that it was all right to extend part of his garden onto Amtrak property. On the night in question, after the homeowner had objected to the work crew destroying his garden, he was arrested by an Amtrak police officer. A Bala Cynwyd magisterial judge threw out the two citations, urging Amtrak "to be a responsible neighbor here and to make it very clear where the line is."

Signal problems on Northeast Corridor tracks between Penn Station, New York, and Newark (NJ) caused severe delays to AMTRAK and NJ TRANSIT trains during the morning and early afternoon of Monday, June 1. NJT was forced to cancel some trains while others were delayed.....A major \$12-million renovation project began last month at AMTRAK's Lancaster station, funded jointly from Federal, State and county sources. Built by the PRR in 1929, Lancaster station is the 22nd busiest of the 525 stations served by Amtrak.....A trespasser was killed near the Princeton Junction (NJ) station around 7 PM on May 29 when he was struck by eastbound AMTRAK train #178. Service was suspended for a short time and passengers were transferred to another train.



CSX, NS,
OTHER ROADS

An article in the June 15 edition of the *Journal of Commerce* is entitled "Ward Still Standing," which refers to CSX CEO Michael J. Ward. The article points out that just a year ago Ward was threatened by a group of dissident investors led by a British hedge fund, which in attempting to gain positions on the CSX board strongly criticized Ward's management. But the recession forced the dissidents to sell their CSX stock, while the three remaining minority directors have endorsed management's philosophy in calling for continued capital spending and better service. Now, says the *JofC*, Ward has outlasted his critics and "remains at the helm of CSX" while he and his managers "are steering CSX to hefty profits despite a severe downturn in freight shipments." CSX remains a big player "in one of the few industries to navigate the past year's financial crash and freight collapse without fear for its long-term survival."

Although CSX will suffer a loss of business due to the announced closing of General Motors' Boxwood Road assembly plant near Wilmington, DE, the railroad expects to be paid some of the \$8.9 million it is owed by the now-bankrupt GM. For many years, GM was the largest customer of several railroads, including CSX. It is less than a year since Chrysler closed its nearby Newark assembly plant, served by NORFOLK SOUTHERN..... CSX common stock has been performing rather well in recent up-and-down trading on the New York Stock Exchange. Two months ago its stock was selling for about \$31 per share, but as of July 1 it had risen to \$34.46.....CSX has added two new office cars to its large executive fleet. According to a Trainorders.com report, one car is named **Tennessee**, a 1957-vintage former Southern Railway coach acquired by CSX from Walter Rich's SUSQUEHANNA RAILWAY when NYS&W sold

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off its passenger cars last year. CSX's Waycross (GA) shops converted it to a café-lounge-diner, replacing an ex-Louisville & Nashville tavern lounge car also named **Tennessee**. The other car, **Ohio**, was built by Budd in 1948 for Chesapeake & Ohio's stillborn **Chessie** train as part of a twin-unit diner set. The car later went to Atlantic Coast Line, then Auto-Train Corp. and finally to the Susquehanna from which CSX acquired it.

CSX announced that it has set a goal to reduce greenhouse gas emissions by eight percent per revenue ton-mile by 2011. The effort will include both its rail and non-rail operations. CEO Michael Ward said this is part of CSX's participation in the Environmental Protection Agency's voluntary Climate Leaders Program, and demonstrates a "firm commitment to reduce CSX's carbon footprint" (*Railway Age*).....CSX will partner with PSEG Power to bring three ultra-low-emission "genset" locomotives to New Jersey. Each of them has two small EPA-certified diesel prime movers that reduce nitrous oxide and particulate emissions by 80 percent as compared with conventional diesels. The three units, built by National Railway Equipment, will be used in yard-switching service in New Jersey (Argus Media).....CSX has been cracking down on environmental crime along its system, through a special unit within the railroad's Police Department. In cooperation with Federal and state authorities, CSX says it has reduced illegal dumping and other crimes along its rights-of-way. The group has investigated nearly 1,000 cases in the past two years, has made some arrests and found the courts willing to order the guilty parties to clean up and pay restitution (*Railway Age*).

NS CEO Wick Moorman told investors last month that if the Federal government imposes certain antitrust regulations as now being discussed in Congress, it will have a severe adverse effect on the freight railroad industry. He remains optimistic that that "at the end of the day we can defeat a bad bill" because the rail industry has "lots of allies." Tighter rules on the railroads' ability to raise rates and the elimination of antitrust exemptions are being pushed by groups representing so-called "captive shippers," which are served by only one railroad. In a worst-case scenario, said Moorman, "We can shrink our way to profitability".....NS last month marked the tenth anniversary of its joint takeover of CONRAIL on June 1, 1999. NS and CSX split Conrail between them, but for more than a year both roads encountered significant administrative and operational problems in managing their greatly expanded systems (*Weekly Rail Review*).....As of late June, NS had sidelined 543 locomotives and slug units due to the current decline in freight traffic. The largest model groups placed in storage were 116 EMD SD60's and 80 General Electric Dash 8-40C's (Trainorders.com).

NJ TRANSIT last month added nine more units to its 2007 order for 27 ALP-46A electric locomotives, bringing the total to 36. To be built by Bombardier, the additional units bring the cost of the entire order to \$317 million. The more powerful ALP-46A's, which can handle trains of up to ten cars, may allow NJT to retire all 32 of its aging ALP-44 electrics. In addition, NJT currently operates 29 ALP-46 locomotives built in 2002.....NJT in March retired its last Comet I coaches, built by Pullman-Standard for the Erie Lackawanna in 1971-1973 (*Railpace*)The U.S. Environmental Protection Agency last month found no significant environmental problems with the long-

discussed revival of passenger service between New York and Scranton over the right-of-way of the old Lackawanna Railroad. This will allow the Pennsylvania Northeast Regional Railroad Authority to begin seeking funds for the \$550-million project from the Federal Transit Administration and from state and local sources (NARP). However, there have been some objections from the Pennsylvania side to hiring NJ TRANSIT as the operator.

NJ TRANSIT and the South Jersey Transportation Authority are looking into the possibility of locating a new passenger station along NJT's Atlantic City Line near Pomona, NJ. The new station and parking lot would be in the area of the Atlantic City International Airport, Richard Stockton College and AtlantiCare Regional Medical Center (*Railpace*).....NJT continues its weekday busing between 30th Street Station, Philadelphia, and Hammonton, with three round-trips during midday hours. This is due to a tie replacement project on the Atlantic City Line (see March *Cinders*).....A 23-year-old Ewing (NJ) man was killed by a southbound River Line light-rail train near Florence around 11 PM on Saturday, June 20, while he walked along the tracks talking on a cell phone.

A WILMINGTON & WESTERN tourist train derailed at the Faulkland Road grade crossing north of Marshallton (DE) on Sunday afternoon, June 21. No one was injured but more than 100 passengers had to detrain and were shuttled on to the Greenbank station aboard W&W's ex-PRR doodlebug #4662. The diesel locomotive that derailed appeared to be SW900 #915.....Kodak announced last month that it will discontinue production of what had once been its most famous film, Kodachrome, after a 74-year run. Kodachrome always has been known for its high quality, with photos taken in the late 1930's still retaining their true color and crispness. Kodak said that Kodachrome now represents only a fraction of one percent of film sales, as the public has gravitated to newer films and more recently digital photography.....*Railpace* reports that Steamtown National Historic Site in Scranton expects to receive more than \$3 million in Federal stimulus funding. Superintendent Kip Hagen said that the money will go toward the overhaul of three locomotives, eight passenger cars, replacement of shop equipment and the removal of asbestos from 27 pieces of equipment now stored outdoors.

Congressional and business leaders are proposing that the Department of Transportation be reorganized along intermodal or "mode-neutral" lines rather than by modal divisions as they are today. A spokesman for the National Industrial Transportation League said that "DOT needs to do a much better job coordinating intermodal, multimodal policies and programs." Today, he said, there is no effective intermodal cooperation at the DOT "with any teeth in it." The bipartisan National Transportation Policy Project, led by former members of Congress and representatives from several major U.S. companies including NORFOLK SOUTHERN RAILWAY, issued a statement calling for a major change in national surface transportation policy. It said the agency should "be reorganized and more closely linked with other Federal agencies" in order to reflect the nation's economic, energy and environmental goals. Some in Congress want to use the upcoming surface transportation bill (see above) to remake DOT.

Rail freight traffic volumes in June were 19.7 percent lower than in June a year ago, but may increase during the third quarter as automobile production is expected to ramp up. Railroad employment figures also continued to sink. In May employment

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

(This column appears on a reasonably regular basis to provide Cinders readers with some useful as well as interesting information which has been gathered from miscellaneous sources. Mr. Hudson pens a column called "Comments from Track 34" for New York RRE; he has given us permission to use material from that publication for Philadelphia Chapter members.)

The Reading Company once served the Port of New York through its Port Reading (NJ) Coal Terminal. This facility covered 280 acres with 42 miles of yard track having a capacity of 2,000 cars. The community of Port Reading, NJ is today located just south of Carteret on the Arthur Kill Waterway across from Staten Island. The 900-foot pier had a McMyler car dumper (its remains are still there today) with a working capacity of dumping 20 cars were hour into vessels (*Railroads of New York-Marine News*).....Remember all those different Lehigh Valley Railroad diesel locomotive paint schemes? An expert on the subject says that there were at least 52 different ones. Wow! (Carl Steckler).....Whatever happened to those Jersey Central **Blue Comet** open-platform observation cars? All three (named after celestial comets) still exist. Car #1169-**Tempel** is at Cape May Seashore Lines slated for restoration; #1178-**DeVico**, now at NJ Transit's West Boonton yard is a candidate for restoration by URHS; and #1179-**Biella** is part of the Clinton Station Diner along Interstate 78 in Clinton, NJ (*NJ Transport Heritage*).

This Manhattan building was opened in 1893 and was one of the notable buildings of New York's Financial District. The ten-story structure was built in the Italian Renaissance style and located at William Street and Exchange Place. Its imposing front entrance arch was supported on piers of polished granite. That's right! It was the world headquarters of the Delaware, Lackawanna & Western Railroad (*King's Handbook of New York City*).....The only charitable act by the Scrooge-like railroad king, Cornelius Vanderbilt, was his unenthusiastic gift of \$1 million (after being prodded by his wife), to fund and support the Central University of Nashville, Tennessee; you know it today as Vanderbilt University! (Edward J. Renehan, Jr.).....America's shortest Railway Post Office run was on the Chesapeake & Ohio. It operated between Thormond and Mount Hope, WV. Operating between 1915 and 1949, the 11.5 mile long run was on Trains 136/137 on the Loop Creek branch (*C&O Historical Magazine*).....BNSF's Cascade Tunnel in Washington State is the longest in the United States. It cuts through 7.79 miles of granite from Scenic to Berne on the East. Great Northern Railway completed the bore in 1929 at a cost of \$25 million. (W. E. Akin).

Robert Todd Lincoln (1843-1926) was Abraham Lincoln's oldest son and held a number of statesman positions for the U. S. Government. So what does he have to do with rail history and our readers? Well, he was President of the Pullman Company from 1897 to 1911. (R. N. Current).....In May, 1946, John W. Barriger III ("doctor to sick railroads") was named President of the Chicago, Indianapolis & Louisville (Monon Route). (*Time Line*)....."Odds and Ends" Quiz of the Month: How can you take a commuter train from Chicago and get off in Manhattan? Easy - take METRA Southwest Service (ex-Wabash, ex-N&W, ex-NS) from Chicago and get off at the end of the line - Manhattan, IL!! (Roy).....Railroad wyes are used to turn locomotives (the turntable is almost extinct), so engines face forward, experience even wheel wear, etc. So what is the oldest wye in North America? How about Union Pacific's ex-Western

Pacific wye at Keddie, CA. It has two legs on trestles and one leg in a tunnel! (David Myrick).....The first excursion trains?? The Nottingham Mechanics Institute in England chartered a special to Leicester on July 20, 1840. Their second charter ran from Leicester to Nottingham on August 20, 1840, carrying 2,400 passengers!! (B. Kreimer).

"As the stronghold of the Pennsylvania's administrative bureaucracy, the ten-story Gothic-Mooresque office building that rose behind its vaulted trainshed symbolized not only the railroad but the character of Philadelphia itself, aloof, distainfully possessive, conservative and faintly arrogant." (Lucius Beebe on Broad Street Station).....In front of New York's Grand Central Terminal close to the Park Avenue level of Pershing Square barely head and shoulders above rushing taxis and traffic is a statue of he who started it all—the mute Cornelius Vanderbilt, the financier dressed in a fur-lined coat, looks grimly and stares south toward downtown Manhattan. The statue was first revealed to public view in 1871 at the NYC&HRRR Freight Terminal known as St. John's Park on Hudson Street. Vanderbilt died in 1877 at the age of 83 (Today, the only trace is a historical marker). (Edward J. Renehan, Jr.).....Question put to the "all-knowing" Swami Abdula Hudson: "Did steam trains ever use the Pennsylvania RR's Hudson River tunnels enroute to New York's Penn Station?" Answer: Yes, on November 18, 1909, prior to electrification, a Presidential special with J. McCrea and Samuel Rea traveled from Philadelphia's Broad Street Station to Manhattan Transfer. There, the steam locomotive was placed on the rear of the consist and it pushed the train to the new Penn Station, arriving at 11:00 AM (Lorraine B. Diehl).

In June, 1944, the New York Central orders 300 passenger cars from three builders, ending shortages caused by World War II.....The then soon-to-be President Obama and family traveled in January from Philadelphia to Washington in the fancy private car **Georgia 300**. Press coverage that prides itself on accuracy had the Washington *Post* calling the **300** an antique caboose, the same terminology used by CNN Anchor Wolf Blitzer. We mention this car because, while on the rear of an Amtrak train recently, it encountered some minor damage in one of the Baltimore tunnels because it struck some newly-installed conduit which had not been detailed on clearance documents....."The Pennsy Lives!" The Budd-built (1952) stainless steel parlor-observation-lounge 7129-**Alexander Hamilton** is still getting its wheels shined on the Maine Eastern Railroad up in the "downeast". The **Hamilton** ran for many years on the PRR-PC in **Congressional** service. (*The 470*).....Speaking of passenger equipment, we note that 60 years ago, on March 20, 1949 the **California Zephyr** domed passenger train entered service between Chicago and Oakland (CA) over the Burlington, Rio Grande and Western Pacific (*Time Line*).

"SF" interlocking tower at the northern edge of New York's Rockland County was known to some as the "Leaning Tower of Suffern" and was, in classic Erie Railroad fashion, propped up with about a half-dozen wooden 4x4's. "SF" leaned so much that its desk chair had to have its wheels removed! (Bob Yanosey).....In 1915 the U. S Supreme Court ruled that railroads could no longer own coal companies. The Lackawanna's Glen Alden Coal Co. was on its own and to face competition and distinguish its product, it was sprayed with blue paint and had an advertising campaign for "Blue Coal". The spin-off Reading Anthracite Company featured "red" coal until very recently (*The Short Line* - Roy).....In 1945, Atlantic City, NJ had a

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SEPTA Sets Photography Guidelines

SEPTA has recently posted "SEPTA Photography Guidelines" on its website. Their policy is very simple, and in that light we are reprinting what SEPTA has issued so our members will be well informed on what is and what is not permitted.

SEPTA Photography Guidelines

As one of the oldest and largest multi-modal transit systems in the world, the SEPTA system is graced with beautiful, historic and unique architecture and a wide variety of vehicles that attract the interest of visitors from the four corners of the globe—many of whom capture their visits in photographs or in sketch books.

SEPTA welcomes photographers and artists. In return, we simply request they use common sense and courtesy to others in pursuit of their pictures.

SAFETY

The safety of our customers and employees is paramount throughout the entire SEPTA system. While photography is permitted in clearly defined public areas of the SEPTA system, it obviously cannot be permitted in any manner that would interfere with the safe movement of people or operation of vehicles.

For example, camera lights or flash bulbs should never be aimed in the direction of an oncoming vehicle or be used within a moving vehicle. Camera or artist's tripods and other equipment should not be placed in any location that might interfere with the free and safe movement of people or vehicles.

Photography is obviously prohibited in area area of the SEPTA system that is not accessible to the general public.

While the law permits photography of private citizens in public places, common courtesy would have photographers request permission of people before taking their pictures, particularly close-ups.

SECURITY

Worldwide terrorist attacks against public transportation facilities in recent years has required a tightening of security procedures at all SEPTA facilities. Security experts consider photographing and sketching public transportation facilities as possible pre-indicators of terrorist activity.

While this unfortunate reality has not resulted in a prohibition of photography, SEPTA Transit Police and other law enforcement are under orders to question anyone taking photographs or sketching transit facilities. Obviously, these activities are almost always legitimate and that's the end of the issue. However, anyone conducting these activities in unauthorized areas of SEPTA property may be charged and detained for further investigation.

COMMERCIAL AND MEDIA PHOTOGRAPHY

Commercial photographers are required to receive written permission, provide liability insurance coverage and meet other policy requirements. Please contact SEPTA Media

Relations' Sylvana Hoyos at (215) 580-8367. All requests must be sent in writing via E-mail to shoyos@septa.org.

Media photography requests must be coordinated through the SEPTA Media Relations Department by calling (215) 580-7842

These guidelines from SEPTA are very reasonable and quite clear, especially when compared to some of the confrontational polices that arisen on neighboring transit properties.

In that light, it is incumbent upon all of us in the rail history community to act responsibly in pursuing our hobby. We should appreciate that SEPTA has implemented these simple policies. Act responsibly so they remain in effect for a long time.

Long Island Rail Road Marks 175th assisted by NRHS chapters

Several rail history groups, led by the Long Island-Sunrise Trail Chapter, NRHS, recently assisted the Long Island Rail Road in celebrating the 175th anniversary of the issuance of the New York State charter creating the LIRR. The charter was granted on April 24, 1834.

The initial event was held on April 24 in New York's Penn Station. Caroline Scannell, a LIST member and commuter from Smithtown, NY, created a special postmark for the occasion. The U. S. Postal Service was present, with more than 500 cancels sold, with proceeds being split by the New York Transit Museum, Railroad Museum of Long Island and Oyster Bay Railroad Museum.

At the main event at Jamaica station, LIST Chapter President Stephen F. Quigley presented a large plaque to LIRR President Helena E. Williams, which read "This plaque was presented in Jamaica, NY on April 24, 2009 in grateful recognition of the long-term friendship between the LIRR and the railroad historical community of Long Island."

LIST Chapter, NRHS has produced a 60-page color journal commemorating the 175th anniversary of the LIRR. The journal was edited by Val Pakaluk of the Hicksville Historical Society, and copies are on sale for \$14.95 (tax inclusive) plus \$5.00 postage. Orders for the Journal may be sent to: Long Island-Sunrise Trail Chapter, NRHS, P. O. Box 507, Babylon, NY 11702-0507.

As stated in the Chapter's newsletter, the *Semaphore*, "The LIRR has a rich history and a promising future. Someday in the future, LIRR trains will be running into Grand Central Terminal and that will surely be cause for another celebration".

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population of 65,000. It also had a streetcar company known as the Atlantic City & Shore Railroad Company with 48 route miles of standard gauge tracks. At that time they rostered 37 passenger and four work cars **and UH OH!!**, 13 buses! (*Mass Transit Directory*)...

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on Class I railroads dropped to 151,536, down 1.77 percent from April and 8.33 percent below May 2008. The hardest-hit category was train and engine service which counted 56,370 employees, a decline of 4.14 percent from the previous month and 17.99 percent from May 2008. The only category showing improvement was for executives, officials and staff assistants, which at 10,081 was up 0.4 percent from April and 0.11 percent from the previous year (*Railway Age*)..... Congressman Rush Holt of New Jersey last month introduced the "National Transportation Objective Act of 2009," which seeks to increase freight rail transportation by 20 percent by the year 2030 and to reduce vehicular miles by 16 percent (*Weekly Rail Review*)President Obama has appointed Deborah Hersman to chair the National Transportation Safety Board. She has been a member of NTSB since 2004 and is the leading spokesperson in the investigation of the WASHINGTON METRO crash last month.

Kalmbach Publishing Company was forced to issue a contrite apology after it (or its advertising agency) e-mailed a Father's Day promotional ad for *Trains* and *Model Railroader* Magazines, which showed a man and a small child walking in the gauge of a mainline railroad track. The obvious question is: "What were they thinking?" In its apology, Kalmbach called the ad "highly inappropriate" and because the magazines are "dedicated to promoting railroad safety in all our efforts...we truly regret the use of this photo" (*Weekly Rail Review*)..... The July

issue of *Railfan & Railroad Magazine* carries its annual list of serviceable steam locomotives in North America. Sixteen engines are listed in Pennsylvania, including five on the STRASBURG RAIL ROAD, two in New Jersey and two in DelawareHarold H. Carstens, longtime president and publisher of *Railfan & Railroad* and *Railroad Model Craftsman* Magazines, passed away at his home in Newton, NJ, on June 23. He was 84.

The July issue of *Railfan & Railroad* includes an interesting article on the NRHS-sponsored RailCamp at Scranton July 6-12, 2008 (not 2009 as stated in the lead paragraph). It was written by 14-year-old RailCamper Erica Bauer, who should not be held accountable for the statement that the famed "Spirit of Transportation" sculpture by Karl Bitter now displayed at 30th Street Station "was moved from the Reading Terminal." Actually, the 1895 work came from PRR's Old Broad Street StationThe Brotherhood of Locomotive Engineers & Trainmen and the United Transportation Union have filed a petition with the FRA seeking an emergency order to prohibit railroads from using one-man crews in all train operations, including remote control yard operations (*Railway Age*)A night photo shoot with Philadelphia Chapter's ex-Reading FP7 #903 and RCT&HS-owned sister #902 was scheduled for July 3 during "Reading Railroad Days" at the Railroad Museum of Pennsylvania.

Note: Philadelphia Chapter's meeting in September will be the 25th, the 4th Friday!!!!

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