



CINDERS



FEBRUARY 2010



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Volume 71

Number 2

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

PHILADELPHIA CHAPTER, NRHS WEBSITE: www.phillyNRHS.com

SPECIAL NOTICE

There will be NO dinner at the February meeting, to permit earlier starting times for the auction. Dinners will resume with the March 19 meeting.

MEETING CANCELLATION NOTICE

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

Meeting Notice

FRIDAY EVENING, FEBRUARY 19, 2010

Faculty Club, Alumni Hall, Thomas Jefferson University,
 1020 Locust Street, Philadelphia, PA (three blocks south of
 Market East Station)

NO DINNER!! Auction starts at 7:00 PM!!!

Parking in Wills Eye Hospital garage, 9th Street above Locust (\$6.00 after 6 PM), Parkway garage, also 9th above Locust (\$9.00 after 5 PM). There is a new underground garage directly across from the Jefferson Alumni Hall (entrance on 11th Street just above Locust) which is very handy. *(Please note that we are in the process of updating the garages and prices and this will be completed during the fall months.)*

Our February 19, 2010 meeting will feature another in our series of Railroadiana Auctions. Registration for the auction will begin at **6:30 PM**, with no business meeting conducted. Rules for the Auction will be found on Page 2 of this issue. The auctioneer's gavel sounds at **7:00 PM**, and the auction will continue until approximately 9:00 PM, at which time all unsold material will be returned to the sellers. The Chapter has much donated material from the collections of the late John F. Tucker, III and Joseph M. Mannix to be offered for sale. Members are urged to try and limit the amount of material they are putting up for auction. There are items of collectible value to be included in this year's event.

We will return to our pre-meeting optional dinner on March 19, at which we will honor members receiving 25-year NRHS membership awards. The March program has not been finalized. At our April 16 meeting, Member Ray Cooney is expected to provide an oral history on his long career which began with the New York Central Railroad, culminating in Conrail's Blue Room. Make sure to mark both dates on your calendars. Please join us Friday evening, February 19 for our Annual Railroadiana Auction. Note the different times for this meeting.

West Jersey Chapter has Items for Sale

Our friends in the West Jersey Chapter, NRHS have available for sale, for a limited time, several interesting publications:

The Central Railroad Company of New Jersey – Its History and Employees, by Frank T. Reilly. This is a 64-page, 8-1/2 x 11-inch publication, soft cover in color, with many black and white photos, and is an interesting source of much CNJ information. Price is \$10.00 plus \$2.50 shipping.

Central Railroad of New Jersey 2010 All-Steam Calendar, in 8-1/2x11-inch landscape format, with 12 excellent steam era photos, all suitable for framing. Price is \$10.00 plus \$2.50 shipping.

PRSL Cape May Branch Corporate and Station History (trip brochure from West Jersey Chapter, NRHS excursion operated on November 7, 2009 over Cape May Seashore Lines). The 20-page soft-cover publication provides a complete history of the former Atlantic City Railroad (RDG) and West Jersey & Seashore (PRR) Cape May branches, with station history of PRSL properties. It includes maps, employee timetable excerpts, and one photo. Price is \$5.00 plus \$2.50 shipping.

There is a maximum charge of \$5.00 shipping on any order, which should be directed to:

West Jersey Chapter, NRHS
 Post Office Box 647
 Palmyra, NJ 08065-0647

Make remittances payable to **West Jersey Chapter, NRHS**, please. It is expected that copies of all three publications will be available for sale at Philadelphia Chapter's February 19 meeting.

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

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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 sent to you.

PHILADELPHIA CHAPTER, NRHS **2010 RAILRODIANA AUCTION RULES**

The following rules will apply to our 2010 Railroadiana Auction:

1. Minimum bid on any one lot is \$2; increments in bidding will be in multiples of 50 cents, please.
2. Each seller will be limited to a **MAXIMUM** of eight (8) lots of material. You will be assigned a seller number at registration and given forms to identify each lot to be sold. Each item must be listed separately on the registration form. **EVERY EFFORT WILL BE MADE TO ROTATE LOTS, GIVING EQUAL EXPOSURE.**
3. Each **BUYER** will be given a **BIDDER NUMBER**. In an effort to speed the auction, payment on all items will not be made until the **END** of the auction, or until the bidder is finished bidding on lots. Settlement for items sold **SHOULD BE MADE** at the end of the evening providing sufficient cash is on hand. The Chapter officers are in control of the auction, and reserve the right to reject any material offered for sale not considered in the best interest of the bidders. The Chapter retains 20 percent of the proceeds from each sale.

HUCKSTERING OF RAILRODIANA ON THE SIDE IN THE AUCTION ROOM IS DISCOURAGED WHILE THE AUCTION IS IN PROGRESS!

We urge you to dig through your attics and come up with some material for sale, and fill your wallet so you may also bid!! Contribution of lots of material to the Chapter are always welcome as a means of raising additional funds for Chapter projects.

Don't miss Philadelphia Chapter's 2010 Railroadiana Auction, on Friday evening, February 19, 2010. Bring a friend along to enjoy this fun evening! Have fun while adding some needed items to your railroadiana collection!

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.

Personal Recollections of Railroading Sought for Future Chapter Programs

Philadelphia Chapter is inviting members and friends to share their railroad memories and experiences as presenters at future Chapter meetings. Present or former rail employees are especially invited to talk about their careers and job experiences, either with or without visual aids. The Chapter sometimes could provide photos or slides to accompany the presentations.

The Chapter has a wealth of railroad knowledge within its own ranks, which other members would enjoy hearing about. Chapter officers would be glad to support the members—guests also are welcome—in putting together their programs. Anyone interested in presenting a future program is asked to call Secretary Larry Eastwood at 215-947-5769 or President Frank Tatnall at 610-688-5623.

Chapter Member Ray Cooney and others have offered to present the first program in this series. Ray is a veteran of New York Central, Penn Central and Conrail, having worked in a variety of field positions as well as in the operating headquarters in Philadelphia. We hope that this will be the first of many informative evenings for our members.

Center for Railroad Photography & Art Announces April Conference

NRHS Metropolitan Region Vice President Walter E. Zullig has passed along an announcement of possible interest to photographers. The Center for Railroad Photography & Art's eight annual "Conversations About Photography" conference will be held April 23-25 on the campus of co-sponsor Lake Forest College, Lake Forest, IL, which is accessible via Metra's ex-C&NW North Line. *Trains* Magazine is among the sponsors.

Presenters will include Photographers Ted Benson, Tom Taylor and Alex Ramos on Saturday; Sunday will find Frank Barry recalling photo adventures from the 1950's and 1960's. For further information, contact the Center for Railroad Photography and Art, P. O. Box 259330, Madison, WI 53725-9730, or by calling 1-608-251-5785 (website: www.railphoto-art.org).

PHILADELPHIA

EXPRESS



FRANK G. TATNALL, JR.



SEPTA
TRANSIT

The downturn in the local economy finally is impacting SEPTA revenues and ridership. In December 2009 passenger revenues of \$30.1 million were eight percent below budget and two percent less than in the same month of 2008. For the first six months of the current fiscal year (2010), passenger revenues were off by two percent as compared with the year-ago period, while average daily “linked” (one-way) ridership was three percent below 2008. City Transit’s average of 606,000 daily riders for the first six months of FY 2010 was down three percent, Regional Rail’s 122,000 riders were four percent less and Suburban Transit’s 53,000 daily riders were down by four percent. SEPTA estimates that the six-day strike in November cost it 4.4 million riders and \$4.1 million in lost revenue, while the big pre-Christmas snow kept 500,000 riders away. SEPTA suffered a worrisome six-month operating deficit of \$16 million after subsidies, 7.5 percent worse than budget. As a result, the Authority imposed a hiring freeze effective January 1.

In one bright moment last month, U.S. DOT announced that it was lifting a much-criticized restriction on transit spending that had been imposed by the previous Administration. The *Inquirer* quoted Transportation Secretary Ray LaHood as saying that the DOT will look more favorably on transit projects which could provide an economic boost or improve the environment. This policy change may make it easier for SEPTA to fund certain of its capital projects, and perhaps lead to Federal support for a light-rail line along the Philadelphia waterfront as proposed by the Delaware River Port Authority (see December *Cinders*). “We’ll finally be able to make the case for investing in popular streetcar projects and other transit systems that people want,” LaHood told a meeting of the Transportation Research Board. The National Association of Railroad Passengers called the move a “massive victory for rail transit” (*Trains*, NARP).

In a post-strike survey by the *Inquirer* many riders said there have been “positive changes” in SEPTA service, but that more work still is needed. Among the changes most desired now are cleaner trains, cleaner stations and better signage. SEPTA’s management team says that it is concentrating on customer needs, making service improvements a higher priority in what General Manager Joseph Casey calls “our core business.” The January 11 *Inquirer* article quotes Kim Scott Heinle, the assistant GM in charge of customer service, as saying that SEPTA listens to its riders and transit advocates and is using the information to help make changes for the better—such as instituting the popular “Quiet Ride” cars on Regional RailThe SEPTA website, www.septa.org, now has a direct link to Twitter for current “tweets” on transit delays. Click on the “Follow Us” buttonOnce again this year, SEPTA will offer its one-day “Bouquet Pass” during the time of the Philadelphia Flower Show, scheduled for the Pennsylvania Convention Center from February 28 to March 7.

This is a new kind of promotion for SEPTA. It is a Valentine’s Day-inspired contest in which SEPTA is looking for couples who say they found love on SEPTA. We kid you not. All winning submissions will gain the happy couples a joyous ride on the Market-Frankford Line aboard the “Love Train,” a specially-decorated charter run. They will be able to view the 50 rooftop murals by the Mural Arts Program in West Philadelphia collectively known as the “Love Letter Project,” before the day ends with a champagne reception at SEPTA headquartersCongress last month approved an extension of the SAFETEA law to February 28. This is the legislation that provides highway and transit funding, and was due to expire last September 30. Reauthorization of the program has yet to be advanced in Congress.

In December, a conservative outfit known as the Commonwealth Foundation fired off several shots at SEPTA. The authors were just warming up when they charged that “instead of controlling costs, [SEPTA] has lobbied successfully for increases in State subsidies—and been rewarded for poor money management.” To get out of this “mess,” they said, Philadelphia’s mass transit should be opened to competitive contracting “in which private companies would compete to operate SEPTA’s network.” The document cites Los Angeles, Boston and San Francisco as among the cities which contract out some transit services, ignoring the fact that L.A. recently had to fire its commuter rail operator for alleged incompetence, and commuters in Boston are reported to be unhappy with their rail service contractor which has failed to significantly cut costs below those of previous operator AMTRAK. (We’re not sure what services in San Francisco are contracted out.) In some markets Amtrak, itself highly subsidized, is the contractor of choice to operate state or municipally-sponsored services.

Moreover, said the Foundation report, transit agencies should increase “their reliance on fares [which] would discourage inefficiency as riders would pay the cost of transit and therefore demand better, more efficient service, reducing waste and keeping costs down.” The authors also suggest that Pennsylvania pass a law prohibiting strikes by transit and other public employees, similar to New York’s Taylor Law. In letters to several newspapers, SEPTA General Manager Joseph Casey debunked these “solutions.” Among other things, he pointed out that all of the cities cited in the Foundation’s report “are suffering crippling budget crises, while SEPTA is financially sound.” He also rebutted the authors’ statement that SEPTA’s pension plan is “severely underfunded...and will require a tax hike to pay for current benefits.” Rather, he said, the plan “is fiscally sound, and SEPTA does not have taxing authority—a simple fact the Foundation must, or should, know.” Further, the Taylor Law has not prevented the granting of substantial pay and benefits increases to New York City transit workers through arbitration.

Pennsylvania is expecting a decision from U.S. DOT very soon on its application to place tolls on Interstate 80 across the northern tier of the State (see December *Cinders*). These tolls

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were envisioned by the Legislature in Act 44 of 2007 to allow substantial revenues to be diverted to highway, bridge and transit projects throughout the State. Without this source, SEPTA and other transit properties stand to lose millions of capital dollars beginning with Fiscal Year 2011 on July 1. (Already, PennDOT has ordered a freeze on all new service expansion projects.) SEPTA also hopes to receive funding from the new jobs bill which President Obama called for in his State of the Union speech on January 27. The House in December passed a bill dubbed the "Jobs for Main Street Act," which includes \$8.4 billion for transit projects and \$800 million for AMTRAK, but whether it will actually become law is unclear.

SEPTA, upset with the performance of its employee pension fund, has filed suit against the Goldman Sachs investment colossus, according to an *Inquirer* report. SEPTA, which owns about \$1 million in Goldman stock, is suing the firm, charging that it pays its executives too much and its stockholders too little. The SEPTA pension fund as of last fall contained about \$640 million, down from \$719 million in June 2008, and is short of being fully funded which will require increased contributions from SEPTA to keep it in sound condition. The suit was filed on a contingency basis, meaning that SEPTA will not pay any legal fees unless it wins the case.....SEPTA expects to receive \$6.9 million from the State to pay signing bonuses for all employees whose unions signed new labor agreements last fall (see December *Cinders*). This money is being "flexed" from the highway fund for transit purposes.

SEPTA will hold hearings on its proposed Fiscal Year 2011 operating budget April 14-20 in all five counties in the SEPTA region. A possible fare increase will be on the table, in line with a State commission's recommendation for modest fare hikes every three years rather than one large increase further down the road. The last increase became effective in July 2007. Hearings also will be held in April on the FY 2011 capital budgetOf the 54 construction contracts in SEPTA's \$191-million stimulus program (see December *Cinders*), 50 have been awarded and many of those are underwaySEPTA has taken delivery of 220 of the 440 new hybrid buses ordered from New Flyer in 2007. Another 120 are due to be delivered this year.....SEPTA has ordered video surveillance systems from General Electric for installation in 80 buses and 72 Broad Street subway cars. Some of these units will upgrade the existing systems in 53 BSS cars.....SEPTA has launched a new campaign to post no-smoking signs in its stations (Wayne Bode).

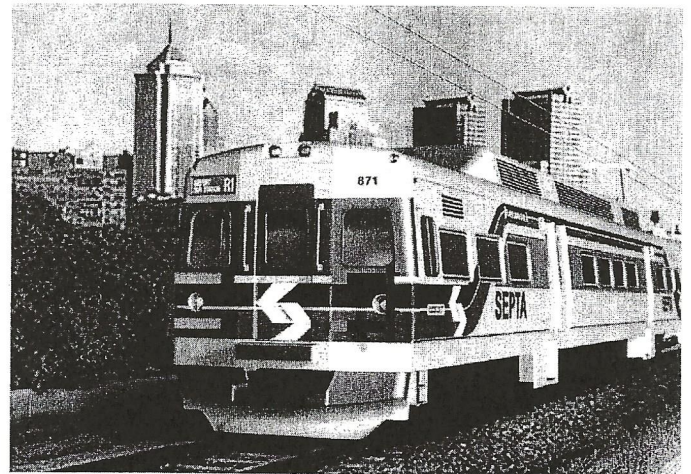
SEPTA currently is in the second phase of its project to upgrade the Route 101 and 102 trolley lines in Delaware County (see October, December *Cinders*), with work now in progress on Route 101 between Springfield and Media. With the start of Phase 3 on March 15 the 101 will be shut down in its entirety west of Drexel Hill Junction, with seven-day-a-week bus substitution. Phase 4, starting on June 14, will require the busing of both routes over their entire length through the end of August to allow for rebuilding of the trunk line out of 69th Street Terminal..... Routes 101 and 102 were bused for a time on Thursday, December 31, due to power problems.....SEPTA ran short of PCC cars on Route 15 Girard Avenue for several hours on Monday afternoon, January 4. Buses were substituted.....Route 11 cars were turned back at Woodland & Island Avenues during

the early morning of Tuesday, January 26, because the gates at the CSX grade crossing in Darby were malfunctioning.

Correcting a report in the snowstorm story last issue, when Route 15 was temporarily shut down due to a trolley derailment at Girard College on Sunday, December 20, Kawasaki cars were pressed into service between 63rd Street and the 26th Street cutback. Buses were only used east of there..... Construction of the three-block extension of Route 15 from Girard to Delaware Avenue via Frankford Avenue should begin next month. It was originally supposed to start last September (see June, December *Cinders*).....An overhead wire failed near Clifton Heights on the very cold morning of Friday, January 29, forcing the suspension of trolley operations for several hours on the Route 102 between Baltimore Pike and Sharon Hill. Shuttle buses were pressed into service.

SEPTA is working on a Priority Bridge Repair Program for 2010, which will address the replacement or upgrading of numerous bridges on the Regional Rail and Suburban Transit systems. SEPTA rosters a total of 408 bridges on the lines it maintains—345 on Regional Rail and 63 on Suburban Transit—of which 56 percent are 75 years or older and 23 percent are 100 years or older. Twenty bridges are more than 125 years old! Five spans on the Mainline to Lansdale were replaced or rehabilitated in 2009. Among the top-priority bridges for rebuilding are the Norristown High Speed Line viaduct over the Schuylkill River at Norristown, the NHSL bridge just west of 69th Street Terminal and the R8 Chestnut Hill West bridge 0.35 near North Philadelphia. The 925-foot-long Crum Creek viaduct on the R3 Media-Elwyn line at Swarthmore will be replaced. It was erected by the Pennsylvania Railroad around 1895.

SEPTA REGIONAL RAIL



SEPTA's new Silverliner V cars are edging ever closer to revenue service. After a long period of testing and troubleshooting in South Korea, pilot cars 701 and 801-802 were to be shipped to Philadelphia in early January. They should be delivered to SEPTA sometime in March to begin a series of tests, nine months behind the original schedule. The Hyundai plant in Changwon continues to turn out unfinished car shells at the rate of about nine per month for shipment to the final assembly location in South Philadelphia. As of late December nine production car shells were in the assembly plant, with another shipment of nine car shells due to arrive in Philadelphia in mid-January. A fourth

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shipment of nine car shells will accompany the three pilot cars on the same vessel. By February 1 it is expected that a total of 37 car shells will have been shipped from South Korea. The first production car is due to be released from the Philadelphia assembly plant this June, with delivery of the 120th and last car projected for March 2011.

The first Silverliner V's to be delivered will feature the half-cab operating compartment as originally designed, but SEPTA train engineers have consistently opposed this configuration. SEPTA officials concede that the issue of cab size has not been fully resolved, and that the cars could be modified to contain a full-width cab (which would mean the loss of one passenger seat per cab). In any event, when the V's enter revenue service they will *not* be run in mixed consists with the Silverliner IV's due to differences in door controls and many other inconsistenciesConstruction of the new electrical substation at "Kay" interlocking near the Spring Garden Street bridge is coming along, with much of the steelwork already in place (see October *Cinders*). The \$27.7-million facility will replace an aging substation on AMTRAK property which now feeds power to SEPTA's center city tunnel and nearby lines.....*Main Line Today* Magazine in its current issue features a photo spread on the six café/coffee shops located in R5 stations—Wynnewood, Bryn Mawr, Villanova, Wayne, Paoli and Malvern.

A general reissue of Regional Rail timetables in July 2010 is thought to be the time when SEPTA may introduce its new route identification system (read: elimination of the current "R" designations). All signage eventually will be gray in color with black lettering, as each of the 13 RRD routes will be identified by its destination name. Already, a precursor of the new look may be seen at the R5 Wayne station, still under construction, with signs reading simply "WAYNE" on a gray background.....The new R5 station/ticket office and high-level platform have been opened on the inbound side at Ambler. A new outbound platform also will be constructed south of the Butler Avenue grade crossing, replacing the ex-Reading station just north of the crossing. A new crosswalk at Butler Avenue has been built to connect the parking lot on the outbound side with the inbound station.....SEPTA is leasing eight miles of its out-of-service Bethlehem branch between Coopersburg and Hellertown to Upper Saucon and Lower Saucon Townships and the two boroughs. A new Saucon Valley recreational trail will be built on the right-of-way, where the rails and ties were removed in 2008. SEPTA still owns the land and could reclaim it for rail use, but that is regarded as highly unlikely (see July, August 2008 *Cinders*).

Several construction projects last month affected SEPTA riders. Shuttle buses replaced R2 trains between Warminster and Glenside over the weekend of January 9-10, so that installation of a new signal system on the Warminster Line could be completed. (The third construction weekend had been scheduled for December 19-20 but had to be postponed due to the heavy snowstorm that struck the region). Shuttle buses are substituting for R1 trains between 30th Street Station and the Airport on four weekends from January 9-10 through February 6-7, to allow for catenary replacement and brushcutting. R3 Media-Elwyn timetables will be reissued effective March 7 due to a tie and surfacing project and brushcutting along the line.....SEPTA is seeking a grant of \$5 million to \$10 million to proceed

with its "intermodal" station project at Wayne Junction. The 10th busiest station on the Regional Rail system, Wayne Junction also is served by bus and trackless trolley routes. This "green" project may be eligible for funding from several Federal agencies.

SEPTA passengers were affected by three major catenary and signal outages over a recent two-week period. At 6 PM on Tuesday evening, December 29, signal power was lost over the entire West Chester Line between 30th Street and Elwyn. Numerous R1 Airport, R2 Wilmington-Newark and R3 Media-Elwyn trains were delayed and at least six trains annulled. Power was restored fairly quickly on most of the line but not at close-in interlockings such as "Arsenal," where maintainers had to line switches manually. All signal power was restored at 9:30 PM. Then, on the morning of Saturday, January 9, catenary power was lost between "Arsenal" and Secane as an auxiliary wire over #1 track fell south of "Arsenal." Several R3 trains were delayed and #4305 and 4710 were annulled between Philadelphia and Elwyn, their passengers transferred to following trains. A diesel had to rescue #4305 which suffered a damaged pantograph, and by 3:30 PM a wire train had made repairs on track #1, allowing normal service to be restored. At 4:45 PM on Monday, January 11, a broken pantograph on R2 train #4242 at Roslyn knocked out catenary power over the entire Warminster Line. Three R2 trains had to be annulled and two others were delayed as service was suspended on the branch for nearly two hours, forcing passengers to transfer to shuttle buses during the outage.

SEPTA's push-pull sets were back on the sick list in recent weeks. On Monday afternoon, December 28, R5 Thorndale express #7565 with AEM-7 #2306 became disabled at Bryn Mawr, forcing passengers from #7565 and #567 trapped behind it to transfer to trains #5571 and #573. The following Monday morning R7 express #5724 with AEM-7 #2302 lost power at Levittown, and had to be rescued by a diesel. Passengers transferred to following #726. Then on Monday evening, January 11, R2 express #9254 powered by AEM-7 #2301 broke down at Norwood, its passengers taken aboard by following train #7256. Finally, R5 limited #9538 with ALP-44 #2308 had to be annulled at Thorndale on Tuesday the 12th, due to an air compressor failure on the locomotive.

A fire in Silverliner III #235 occurred on Thursday morning, January 21, but it was far less serious than the fire that destroyed Silverliner II #257 last November 4 (see December *Cinders*). In the most recent case an electrical box under #235 caught fire as northbound R2 train #9264 arrived at Marcus Hook station. The local fire department was called and put out the flames. The train was annulled and deadheaded to Philadelphia, its passengers transferring to #9266 at Marcus Hook. A smoking traction motor under MU #217 operating on the head end of R1 train #4121 on Tuesday morning, January 19th forced the train to halt at Newtown Junction. The pantograph was dropped and passengers moved into the rear cars until arrival at Wayne Junction station, where the train was terminated and passengers transferred to #4123. (The same car #217 had been reported with a smoking traction motor the previous day on R3 train #9363 at Moylan-Rose Valley.)

Later on the morning of January 19 a power failure in the Rail Operations Center at SEPTA headquarters delayed at least 18 trains for anywhere from seven to 49 minutes. A backup center was activated until power was restored to the RROC an hour later. At 7:50 PM on Thursday the 28th Thorndale-bound R5 train #575

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shot the line on the AMTRAK main west of Frazer. All pantographs were lowered but power was restored and the train proceeded, 21 minutes late. Four other R5 trains were delayed. Rush hour that same evening saw eight trains delayed due to a shortage of MU cars and the resulting crowded conditions. At 9 on the morning of the 28th two rail pull-aparts were discovered in the Chestnut Hill Line #1 track, requiring single-track operation for several hours while repairs were made.

Some other delays were beyond SEPTA's control. Early January 1 a tree fell into the catenary over track #4 near Bryn Mawr, delaying New Year's Eve extra #9593 for an hour because it had to reverse back to Overbrook. On Saturday morning, January 16, R5 train #1515 was annulled at North Hills after it struck a pile of heavy-gauge steel fencing which apparently had been dropped on the track. Late on Sunday evening the 17th a freight car door fell off CSX local train C746 near the Glenside station and became lodged in the ground between the two tracks. An alert SEPTA employee saw the detached door and was able to flag down R5 train #2574 before it struck the door, which was removed by the Track Department. On Sunday morning, January 24, an overturned automobile was found on the Doylestown Line main track north of Chalfont. Two R5 trains had to be annulled but SEPTA provided shuttle bus service between Chalfont and Doylestown until the vehicle was removed an hour later.

The severe rain and windstorm on Monday, January 25, caused numerous highway blockages and delayed scores of flights, but SEPTA performed reasonably well during the day. However, trees were blown down on the catenary along AMTRAK's Harrisburg line just east of Bryn Mawr station, fouling both #1 and #2 tracks. At 10:23 AM R5 train #546 from Thorndale struck a tree branch on #1, damaging both pantographs. The train was annulled and many other trains delayed, with passengers from #546 rescued by following train #548 working off #3 track. Track #2 was reopened at 2:20 PM but the catenary on #1 was not restored to service until 5:12 PM. Meanwhile, at 10:52 AM Amtrak was forced to suspend service on the Harrisburg line when it lost signal power between "Zoo" and Overbrook. At 11:40 power was restored to the extent that hourly (rather than half-hourly) R5 service could be operated, but three R5 trains had to be annulled and a dozen others delayed before full service resumed around 1 PM. AMTRAK Keystone trains #643 and 646 also were delayed. At 9 AM the same morning, R2 train #4730 tore down some catenary wire at Highland Avenue station in Chester, forcing its passengers to transfer to #9220 on track #2. Three R2 trains besides #4730 had to be annulled and three others were delayed until about Noon. Finally, #9240, due out of Marcus Hook at 1:59 PM, coupled to the stalled train and moved it to Philadelphia.



Last month AMTRAK President Joseph Boardman told reporters that in February he will unveil a long-range plan to replace and expand the railroad's car and locomotive fleets. He said that Amtrak will supplement its current fleet with more than 100 new locomotives and "several hundred" single-level and bi-level passenger cars, the purchase of which will support manufacturing industries in the U.S. and create jobs here. He

provided details on several major infrastructure improvements, including replacement of the 102-year-old lift bridge at Niantic, CT, upgrading of electrical facilities between New York and Washington and the design, engineering and installation work on Positive Train Control (PTC) along sections of the Northeast Corridor.

The PTC work on AMTRAK is to be completed in 2012, Boardman said, three years before the deadline set by the government. Much of the Amtrak corridor in New England already is governed by ACSES (Advanced Civil Speed Enforcement System), which is in compliance with PTC specifications. Boardman called the capital plan "aggressive," saying that "Amtrak enters 2010 with a strong sense of optimism, enthusiasm and purpose" (Amtrak, NARP, *Trains*)..... The Federal Railroad Administration has issued an order requiring manufacturers to build cars with higher crashworthiness standards to prevent telescoping in collisions—which should not occur in PTC territory.....AMTRAK is out with its new "Amtrak America" travel guide for 2010-2011, which is full of information on all of its routes plus many excellent photos of trains in scenic areas. Copies can be found at 30th Street StationAMTRAK has been running a series of radio commercials pointing out all the problems drivers face on the highways as compared with the ease of travel on Northeast Regional trains. The tag line is "Take the road less frazzled."

"There's no reason Europe or China should have the fastest trains," President Obama declared in his State of the Union address to Congress and the nation on January 27. "We can put Americans to work today building the infrastructure of tomorrow." It was the first time in memory, according to NARP, that a President has even mentioned passenger rail in a State of the Union address. The next day he visited Tampa, FL, to announce the recipients of \$8 billion in Federal stimulus funds to be spent on high-speed rail projects (see January *Cinders*). California (\$2.3 billion), Florida (\$1.25 billion) and Illinois (\$1.1 billion) were the big winners, with Pennsylvania receiving just \$25.6 million to be used for eliminating the last three highway grade crossings on the Keystone Corridor to Harrisburg and to make further track and signal improvements. There also is another \$750,000 to help fund a feasibility study for higher speeds on NORFOLK SOUTHERN's Harrisburg-Pittsburgh mainline, route of the **Pennsylvanian**, which is referred to as the "Keystone Corridor West." In addition to state grants, AMTRAK will directly receive \$112 million for improvements to its Northeast Corridor, supplementing about \$700 million in Amtrak's own funds. Amtrak President Boardman and Federal Railroad Administrator Joseph Szabo held a press conference at 30th Street Station to tout the high-speed program. Amtrak said that of the \$8 billion in awards, \$4.5 billion will go to support present or future Amtrak routes.

AMTRAK set a ridership record in the first quarter of Fiscal Year 2010 (October-December, 2009), carrying nearly 7.2 million passengers. In the Northeast Corridor, Acela Express ridership was up slightly over the year-ago period to 806,000, Regional service increased to 1.9 million, Keystone trains to 329,000 and the **Pennsylvanian** to 55,500. Long-distance trains also boosted their ridership to 1.1 million passengers, in spite of the ongoing recession.....AMTRAK Chief Joseph Boardman, in his "State of the Railroad" remarks on January 12, declared that "the days of wondering if Amtrak is going to survive another year are behind us. This year and the years ahead are, and

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will be, focused on growth".....The AMTRAK board has extended Boardman's one-year contract for an indefinite period, postponing a final decision until the four vacant seats on the board are filled. Boardman has let it be known that he wants the job into the future (*Trains*).....President Obama last month nominated a retired BNSF vice president & general counsel, Jeffrey R. Moreland, for a seat on the AMTRAK board. Two other nominees await Senate approval.

The cover story in the current issue of AMTRAK's on-board magazine *Arrive* is entitled "Why America Needs Trains." by Vice President Joseph Biden. As a longtime Senator from Delaware, Biden was a loyal Amtrak customer, riding the train nearly every business day between his home near Wilmington and Washington. He claims to have made more than 7,000 trips on Amtrak!.....AMTRAK reissued its Northeast Corridor timetables effective January 18, with some schedule adjustments reflecting the end of the 2009 construction season. But work is expected to resume in the spring in Amtrak's 18-month-long program to replace deteriorating concrete ties and make other repairs.....On December 3 AMTRAK shuttled its **Pennsylvanian** passengers by bus between Pittsburgh, Harrisburg and intermediate points after 28 cars of NORFOLK SOUTHERN train 10N derailed the night before at Ryde, PA. The wreck blocked the mainline between Lewistown and Mount Union, but NS detoured several freights via the ex-Pennsy Bald Eagle branch through Lock Haven (Harrisburg Chapter, NARP).

Trains Magazine will host an open house on Saturday, March 6, at the Merchandise Mart in Chicago to discuss AMTRAK and its policies. The principal guests will be Amtrak President Joseph Boardman and Board Chairman Thomas Carper (not the Senator from Delaware). Expected topics are the future of the passenger train, new equipment and Amtrak's photo policies. Attendance will be limited to 300 pre-registered guests. For information on attending, visit www.trainsmag.com/amtrak or telephone 800-533-6644 extension 661. Amtrak is offering a fare discount for those attending.....An item in the current issue of *Trains* explains the odd-looking Acela Express car which sometimes is seen in Penn Coach yard. It is geometry car #10003 which often travels on the rear end of Acela trains to measure track conditions. Note that its number follows business car #10001 **Beech Grove** and track inspection car #10002 **Corridor Clipper**.....As part of its property cleanup project west of "Zoo" tower (see January *Cinders*), AMTRAK has removed the last vestiges of the old "Jersey" freight track east of the 42nd Street bridge. For years this bypass track was used by Pennsy and later CONRAIL freight trains operating between Camden, the 44th Street yard in West Philadelphia and points west.

During the past few weeks there were three trespasser deaths on the Northeast Corridor. Early in the morning of Wednesday, December 30, an 18-year-old man was struck and killed by AMTRAK #639 east of Croydon station. The death was ruled a suicide. The 40 passengers on the train were transferred to SEPTA R7 train #780. Then came two fatalities in the Baltimore area. Around 9 AM on Tuesday, January 5, a 14-year-old girl was killed by southbound train #181 as she walked along the track near Middle River on her way to school. Traffic on the Corridor was suspended for nearly two hours as the investigation proceeded; numerous Amtrak trains were delayed and two MARC trains

cancelled. Then, ten days later, a male trespasser was struck by Acela Express #2117 about 1:45 PM one mile south of Aberdeen in 125-mph territory. The crew believed the train had struck debris, stopped for an inspection and finding nothing, proceeded to Baltimore before the body was discovered. The Acela was terminated there and 143 passengers on board transferred to train #125. Five other trains were delayed.

As part of the \$32-million project to restore AMTRAK's historic Wilmington station (see June *Cinders*), the main concourse in the station will be closed for renovations beginning February 1. The closure may last as long as a year, during which time a temporary entrance on Walnut Street will provide access to the platforms. Modular units will provide space for ticket sales, restrooms, a waiting area and a coffee shop. Restoration of the terra cotta surfaces and other exterior work on the 101-year-old building is nearly complete, as are platform and canopy repairs (DVARP).....Starting next month, "Wi-Fi" technology will be made available to all Acela Express passengers free of charge, allowing them to access the Internet through their personal computers. (Some intercity bus operators already offer Wi-Fi service.) By the end of 2010, AMTRAK said it will complete its program to upgrade the interiors of the Acela trains to increase passenger comfort and amenities. This year marks the tenth anniversary of Acela Express service.....The Borough of Narberth plans to replace the Narberth Avenue bridge over AMTRAK's Harrisburg mainline (Wayne Bode).....The two-year-long project to rebuild Schuylkill Avenue and the JFK Blvd. bridge on the east side of 30th Street Station finally was completed in late 2009.



**CSX, NS,
OTHER ROADS**

The Ringling Bros. and Barnum & Bailey Circus will come to town again this year, but at a much earlier date. The Blue Unit tour has reinvented itself as the "FUNundrum," complete with logo featuring an E8-style locomotive and passenger train. The show will play at the Wachovia Center February 24-28, in contrast to previous appearances in April or May when its venue was the old Spectrum. The Blue Unit train will journey here from Greenville, SC, probably arriving early on the 23rd via CSX. It will depart for Newark, NJ, on the morning of March 1, again via CSX, and should pass through Philadelphia a second time April 5 enroute from New York to Richmond, VA. Later, the Blue Unit will be back at its old haunts in the area, playing at Trenton May 12-16 and at Hershey May 26-31. To enjoy the "FUNundrum" train ad, go to the circus website at www.ringling.com.

Business was way down on U.S. railroads last year, but aggressive cost-cutting and rate increases allowed the major carriers to keep their profits at respectable levels. For all of 2009 intermodal volumes fell 14.1 percent below the previous year while carload business fared even worse, off 16.1 percent to its lowest level since the 1980's. In terms of ton-miles, the big carriers were down by 15.1 percent to an estimated 1,491 billion ton-miles for the year, according to the Association of American Railroads. But the good news is that traffic levels improved in

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recent months as the economy moved into a moderate growth pattern. Virtually no commodity types came close to growth in 2009, as coal—which makes up almost half of rail carloads—sank 11.1 percent while chemicals—the second largest category—fell 11.2 percent. But chemical, agricultural and automotive carloads rose in the fourth quarter over the depressed figures of late 2008 (*Journal of Commerce*).

The decline in coal loadings on CSX and NS during 2009 was highlighted in the February issue of *Trains*, with coal revenues on both roads off about 20 percent. While earnings did indeed suffer, net income in 2009 was still in the range of \$1 billion for both carriers. CSX announced that its net income for Year 2009 was \$1.14 billion on revenues of \$9 billion, versus net of \$1.5 billion in 2008 on revenues of \$11.3 billion. The operating ratio improved to 74.7 percent. NS's net income for the year was \$1 billion on revenues of \$8 billion, versus net of \$1.7 billion on revenues of \$10.7 billion in 2008. The operating ratio was 75.4 percent.

PATCO fares will not go up this September, as reported here in the last issue. The Delaware River Port Authority board voted on December 28 to postpone the ten percent fare increase to January 2011, which will be used to help pay for capital improvements to stations and the rebuilding of PATCO's 40-year-old cars. DRPA earlier had decided to delay a \$1 increase in bridge tolls to July 2011.....DRPA will spend \$3 million this year to upgrade the Walter Rand Transportation Center in Camden, permitting easier access to PATCO's Broadway station and NJT's River Line light rail service.

The FRA last month issued its final rule for implementing Positive Train Control (PTC) on all rail lines which carry passengers or hazardous materials, to be completed by 2015. PTC is envisioned as an electronic collision-avoidance system that also will govern the speed of trains, while allowing them to be spaced closer together. FRA Administrator Joseph Szabo said that the rule "is a giant step forward toward insuring the safety and reliability of our freight, commuter and intercity passenger rail routes." Federal officials estimate the total cost of the project to be around \$5.5 billion, with the railroads hoping that Congress will approve tax credit legislation to help them pay the tab. All four major U.S. railroads are working to develop PTC systems that will comply with the Federal standards and be interoperable with each other. Installation of PTC is required by the Rail Safety Improvement Act of 2008, which was partly in reaction to a horrendous head-on collision in California the previous year in which 25 persons were killed. It was found that the engineer of the passenger train had been preoccupied, texting friends as his train passed a stop signal just before it collided with a freight train.

Newly-installed Governor Christopher Christie pledged last month not to increase New Jersey's gas tax, but did not rule out a fare hike for NJ TRANSIT riders. He also said that he supported NJT's much-criticized Hudson River tunnel project, although promising to take "a complete look" at the \$8.7-billion venture. The existing plan for two tunnels would include a new subterranean terminal under Manhattan's 34th Street but with no connections to the existing Penn Station.....Last year, NJT adopted an operating budget of \$1.79 billion after State funding was cut by \$62 million.....Christie reportedly

will appoint James Weinstein as executive director of NJT, replacing Richard Sarles who retired.....NJT reissued all of its railroad timetables effective January 17 to coincide with AMTRAK's new Corridor schedules. But two well-patronized trains on the Atlantic City Line, #4610 which arrived 30th Street at 7:24 AM and #4615 departing at 7:54 AM, were eliminated from the January 17 timetable (*Weekly Rail Review*)..... A disabled light rail train near Delanco, NJ, disrupted River Line service for a time on the morning of Wednesday, January 27.

The State last month appointed a new director for the Railroad Museum of Pennsylvania at Strasburg. He is Charles Fox, who comes to Strasburg from the Somerset Historical Center, replacing former Director David Dunn transferred to HarrisburgREADING & NORTHERN has expanded again, this time with the purchase of the little Towanda-Monroeton Shippers Lifeline in northeastern Pennsylvania. The privately-owned six-mile shortline is the stub of a former Lehigh Valley branch which extended from Towanda to Wilkes-Barre, but it has suddenly taken on new life because of natural gas drilling activity in the Marcellus rock formation which underlies much of the State. TMSL operated for years with a single ex-LV SW1 locomotive, now replaced. R&N CEO Andrew Muller said in a news release that his railroad sees the acquisition "as an opportunity to offer more service options to customers working in the Marcellus Shale region. With our assets and market reach, we will be able to grow the business on the line substantially."

The Philadelphia Belt Line Railroad is still in negotiations with attorneys for the proposed Sugar House Casino, concerning use of a PBL right-of-way which bisects the casino site (see September *Cinders*): PBL was chartered in 1889 to insure competitive access to piers and industries along the waterfront. Over the years PBL leased its operating rights to the Pennsylvania, Reading and Baltimore & Ohio Railroads, and later to their successor companies. It owns several miles of right-of-way in Columbus Blvd. and Delaware Avenue, including most of the property which would be needed by the Port Authority to build its proposed waterfront light rail line (see above). PBL also owns other waterfront trackage and a line between Port Richmond and the Rohm & Haas plant in Northeast Philadelphia, now operated by CONRAIL. The route through the Sugar House site, where the old Jack Frost sugar refinery once stood, actually was PBL's north-south mainline used both by the PRR and Reading. PBL is asking to be compensated by Sugar House for the right to build on its property and for the cost of relocating the track around the site if needed in the future. This is the reason that PBL filed a lawsuit last year to protect its interests, after new casino investors backed out of a previous agreement with PBL and asserted that the rail right-of-way no longer existed.

Chapter Member Henry Posner has shed some light on that mysterious CONRAIL E44 trip mentioned here last month. He is now chairman of IOWA INTERSTATE RAILROAD and runs railroads in several foreign countries (see January *Trains Magazine*). Electric locomotive #4453 was seen running on the head end of train TV-24 through Philadelphia in March 1984—three years after Conrail had shut down all of its electrified operations. Henry, who was with Conrail at the time, informs us that the E44 actually was testing certain electrical components for General Electric (another source identifies it as an experimental AC-traction system), and that there were no plans to resume electrified freight operations on the Northeast Corridor.....

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FEBRUARY 20-21: Greenberg's Toy, Train & Hobby Show at Valley Forge Convention Center, King of Prussia, PA, 10 AM-4 PM both days. Admission: \$7 adults, children under 12 free. For information, telephone 630-279-4087 (website: www.trainshow.org).

FEBRUARY 22: West Jersey Chapter, NRHS regular monthly meeting at Haddonfield Borough Hall, 242 Kings Highway East, Haddonfield, NJ (several blocks east of Haddonfield PATCO station). Meeting begins at 7:30 PM. Program will feature West Jersey Member Tony Macrie sharing his Pennsylvania-Reading Seashore Lines slides.

MARCH 6: Reading Company Technical & Historical Society banquet at Columbia Station, 4 Bridge Street, Phoenixville, PA (former Reading Company Phoenixville station), beginning at 5:00 PM. Guest speaker for the evening will be James Porterfield, author of *Dining by Rail* and other railroad-related works. In keeping with the "dining car" theme of the event, proceeds will be used for restoration of former Reading Company **Schuykill** café car #2060. Tickets: \$45.00 per person. Order tickets from: Reading Company Technical & Historical Society, Post Office Box 15143, Reading, PA 19612-5143, making remittances payable to RCT&HS. **Please Note: Ticket sales will end on February 23, 2010.** Banquet Order Form may be downloaded at <http://www.readingrailroad.org/files/banquet.pdf>.

MARCH 7: Jersey Central Chapter Train Show at Mother Seton Regional High School, Clark, NJ, at Exit 135 of the Garden State Parkway, 9 AM to 5 PM. Admission: \$5.00 individuals, children under 12 free, family maximum \$10.00.

MARCH 13: 29th annual Canal History & Technology Symposium at Lafayette College, Easton, PA, sponsored by National Canal Museum. Subjects will include freight on Erie Canal, the Canal Era glass industry in Bucks County, mechanical iron ore unloading machines and other topics. For information, telephone 610-559-6613.

MARCH 20: 24th annual Railroad Show & Collectors Market at I. W. Abel Union Hall, 200 Gibson Street, Steelton, PA, sponsored by Harrisburg Chapter NRHS. Hours: 9 AM-3 PM. Show features model railroad items, railroad layouts, railroadiana sales, movies, seminars and exhibits. Donation at door: \$5 per person (children under 12 free). For information, telephone Mark Irvin at 717-732-3867.

MARCH 20: EastRail 2010 at Warren Hills Regional High School, 41 Jackson Valley Road, Washington, NJ, sponsored by United Railroad Historical Society. Numerous railroad slide and video programs will be presented. Admission: \$12 per person in advance or \$15 at door (children under 12 \$8 in advance or \$10 at door). Order tickets from URHS, 36 Banstead Way, Jackson, NJ 08527-4495, enclosing stamped, self-addressed envelope.

JUNE 21-26: *Endless Mountain Rails 2010* NRHS Convention at Scranton, PA, celebrating 75 years of NRHS, sponsored by Lackawanna & Wyoming Valley Chapter, NRHS. Numerous rail excursions, seminars, etc. are in the final planning stage. For up-to-date information, visit Convention website: www.endlessmountainrails.com. Don't miss attending this nearby event with many different rail events this coming June!!!

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.)

Some PENNSYLVANIA RAILROAD trivia – the class train on the New York-St. Louis route was the "**Spirit of St. Louis**", designated with quotation marks for its being named after Charles Lindbergh's famous aircraft. For a time, one of the standard sleeper-observation cars on this train was named **Colonel Lindbergh** (El Simon).....Containerization is a big deal on modern railroads. We wonder how many of today's railroad managers know that the **Camden & Amboy RR** operated flatcars that handled as many as five containers for baggage and merchandise services – Yes Sir! – in the 1840's!!!.....It was a dark day indeed—on March 4, 1966, the first three Pennsylvania Railroad GG1 electrics were retired: 4804, 4831 and 4847 (C. T. Baer).....The Pennsylvania Railroad was once the largest publicly-traded corporation in the World, paying out dividends for more than 100 years in a row, having a larger budget than the U. S. Government, employing 250,000 people at its peak, and owning 10,000-plus route miles of rail line (Pittsburgh *Post-Gazette*).

Philadelphia Chapter certainly is not alone in having "rare-mileage collector" members. On May 12, 1940, our good friends in the New York RRE had 300 members and friends on this fantrip: New York Central (West Shore) Weehawken, NJ to Cornwall, NY; New York, Ontario & Western to Campbell Hall, NY; NYC (Walkill Valley RR) to Kingston, NY; NYO&W (Ellenville RR) to Summitville, NY; NYO&W to Port Jervis and back to Summitville; NYO&W mainline back to Cornwall; NYC West Shore back to Weehawken! Check your mileage maps now! (*RRE Bulletin*, September/October, 1940).....New York Central, though, had its own rare-mileage commuter service dating back to 1899, with a few trips extending south from Montreal, Quebec to Malone, NY, perhaps making this the only international railroad commuter service in North America, complete with a bi-lingual timetable! (*The Timetable Collector*).....Speaking of the New York Central, have you seen Vanderbilt Hall recently? The grand 12,000-square-foot waiting room in New York's Grand Central Terminal was named a historical landmark in 1976 and has been restored to its 1913 glory. The 700,000 commuters who pass there today can enjoy the room and its five gold chandeliers and pink marble floors. A number of years ago, it was quite gritty, and frequented by the homeless. (*Preservation Magazine*).

New England Chowder: In March, 1945, Bangor & Aroostook Railroad in Maine moved 10,000 cars of potatoes off its Northern Division, its biggest month for spuds (Henry White, former chief dispatcher, BAR). Roy wonders if the railroads in Maine even handle any potatoes today?.....The Canadian Pacific (International of Maine) was built in the late 1880's across Maine as part of the route from Montreal to St. John, New Brunswick. For many years, Mixed Trains M517/M518 (called "Scoots") served the hamlet of Onawa, ME as a major stop on the route. Perhaps it was such a busy station because it was not reached by highway until 1967! (Kevin Holland).....In 1953, the 541-mile NYO&W grossed over \$6 million with an operating ratio of 88.5%, which was less than the Rutland, but higher than most other railroads. By 1957 it had vanished (*Modern Railroads Magazine* and "Owen W").

Would You Like to Run a High-Speed Steam Passenger Locomotive?

Carl Franz, well known in the Northeast for his efforts on steam charters on the Western Maryland Scenic Railway, has made us aware of a unique railfan opportunity in Poland, by joining one of the "Ultimate Steam Dream" tours.

Running a steam locomotive that is pulling a regularly-scheduled passenger train is one of the most exciting and exhilarating things than a railfan can do! As a student-engineer and student-fireman, you will operate eight high-speed steam passenger trains with your hands on the throttle, reverser, brake valves, whistle and injector. With no experience required, your patient engineer-instructor will guide you through the process. Each trip makes 17 station stops in just under two hours with peak speeds of 100 kilometers per hour (63 mph). You and your running mate will split throttle time and firing duty 50-50.

The standard-gauge commuter trains are powered by 2-6-2's, 2-8-2's and occasionally, by *Beautiful Helena*, a green 4-6-2. The more than 400 miles of cab-time provides an in-depth learning experience that is unequalled anywhere. The package tours include one day-each at two different 30" narrow gauge lines which use 0-8-0's with tenders. There are unlimited photo and video opportunities, plus other features.

Each of the above tours is limited to eight students, and the primary tour dates are May 10-17, June 26-July 3 and July 4-

11. The cost, including lodging, is approximately \$2,150.00. Meals and airfare are extra. Shorter, less expensive tours can be arranged at other times of year.

The above training sessions are organized by the Wolsztyn Experience, a non-profit British railfan organization and are conducted in Wolsztyn, Poland. Wolsztyn is a three-hour train ride east of Berlin, Germany, and is the only place in the World where you can run high-speed, regular service (non-tourist) steam passenger trains! For a trip flyer, photos or a videotape, contact Carl Franz at 1-240-720-8686 or E-mail: cmfrr@aol.com.

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That private car spotted in AMTRAK's Penn Coach yard early last month was on its way to the JUNIATA TERMINAL shop in North Philadelphia. It is the **Cripple Creek**, an ex-Illinois Central heavyweight office car now owned by Sheriff Railcar..... CONRAIL is rebuilding a bridge on its Millville secondary track near Wenonah, NJ, which will allow heavier four-axle railcars (up to a gross weight of 286,000 pounds) to pass over it. This especially will benefit customers on the New Jersey Division of WINCHESTER & WESTERN RAILROAD based in Bridgeton, which operates several former PRSL and Jersey Central branches in the area (Fred Winkler).

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