



# CINDERS



NOVEMBER 2001



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PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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## Rails Impacted by Terrorist Trauma

The tragic events of Tuesday, September 11 dramatically changed the lives of most Americans. The transportation industry—airlines, railroads, transit, buses, trucks, barges and ports—is particularly vulnerable to terrorism, and has been forced to rethink its entire attitude toward safety and security.

Immediately after the World Trade Center attack, Amtrak suspended service for several hours in the event that its facilities might be another terrorist target. Since then, several measures have been taken to tighten security at its stations and along its rights-of-way—even to the point of using helicopter patrols. Passengers buying tickets or checking baggage now must show a valid photo ID such as a state driver's license, a rather mild inconvenience compared with the rigorous security at the nation's airports. Ticket lines at stations have become longer as Amtrak's business increased nationwide. At 30<sup>th</sup> Street Station, there is a greater police presence and parking has become more difficult. The roadways under the east and west porticos have been blocked with concrete barriers, closing them off to both taxis and private autos. The underground parking garage was shut down after September 11, then reopened, but entering vehicles are now subject to search.

Amtrak has asked the Federal government for a \$3.2-billion appropriation to be used for beefing up security, rebuilding its deteriorated tunnels along the Northeast Corridor and acquiring additional equipment to accommodate higher ridership. Although Congress in September quickly passed a \$15-billion relief package for the beleaguered airline industry, by mid-October Amtrak's request had been whittled down to \$1.77 billion, including nearly \$1 billion to be dedicated to infrastructure improvements and \$515 million for upgrading security. Among other things, the latter would be used to augment Amtrak's existing 325-person police force and to purchase surveillance equipment.

Across the nation, the FBI, police and other law enforcement agencies were placed on the "highest state of alert" after American Navy and Air Force planes began bombing Afghanistan on October 7. Arch-Villain Osama bin Laden, who is thought to be responsible for the September 11 terrorist attacks, vowed further strikes in the United States. A Greyhound bus crash in Tennessee on October 3 caused the company to suspend all service across the country for several hours, until it was determined that the man who attacked the driver was not connected to the terrorists. Amtrak allowed bus passengers to exchange their tickets for comparable rail travel.

That same week, the American Public Transportation Association held its annual meeting in Philadelphia, at which security was a major topic of discussion. Representatives from the New York and Washington systems said that they had increased vigilance, conducted bomb sweeps, began preparations for possible biological or chemical warfare and were using the FBI's watch list to check new hires and contractor employees. Transportation Secretary Norman Y. Mineta, who arrived from Washington aboard an Amtrak Acela Express, told the delegates that air, rail and ocean travelers must now exercise "patience as a new form of patriotism," a reference to the increased security being imposed on the various modes of public transportation.

While no specific threats have been received concerning the Philadelphia area, everyone seems jittery after several persons in Florida, New York and New Jersey were exposed to the Anthrax infection from handling tainted mail. SEPTA, together with the managers of several center city buildings received several bomb threats over the past few weeks, all of which proved to be hoaxes. But the need to evacuate trains and buildings caused considerable inconvenience.

Then, on October 19, an unclaimed suitcase containing a third of a pound of C-4 plastic explosive and military detonation cord was found in a locker at the Greyhound bus terminal at 10<sup>th</sup> & Filbert Streets, near the Gallery. The building was evacuated while experts removed the material, which they said was enough to have "leveled the terminal." It could not have exploded, however, because no blasting cap was attached. Earlier, the City had activated its emergency operations center, which allows officials to respond more quickly to threats or disasters. SEPTA has a representative at the center, which is located in the Fire Administration Building at 3<sup>rd</sup> & Spring Garden Streets. SEPTA spokesmen emphasized that the transit agency's reaction to an emergency should not be to shut down but "to keep the system moving" in order to help evacuate the population. Meanwhile, SEPTA's 250-member police force has been on increased alert, and more undercover officers are in the stations and riding trains.

NJ Transit said that it was looking to the government for millions of dollars to offset the unanticipated costs, such as additional police overtime, which have been incurred since the September 11 attack on New York City. NJT said that ridership on its trains into Manhattan has increased by 45 percent, due to new restrictions on highway access and the closure of PATH's line to Lower Manhattan.

(Continued on Page 12)



**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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## MEETING NOTICE:

### FRIDAY EVENING, NOVEMBER 16, 2001

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

Dinner at 6:15 PM (\$19.00 per person), Meeting at 7:30 PM  
Parking in Wills Eye Hospital garage, 9<sup>th</sup> Street above Locust  
(\$5.00 after 6 PM), or Parkway garage, also 9<sup>th</sup> above Locust  
(\$5.75 after 6 PM), Downtown Garage, Walnut Street east of  
10<sup>th</sup> (\$4.00 after 6 PM)

Our November 16, 2001 meeting will feature a new program, a **Rail Slide Auction**. Our neighbors in Lehigh Valley Chapter have successfully conducted a similar program for a number of years, and it was suggested that we try it here. Do you have any extra slides you've taken over the years you'd like to share with someone, at the same time generating a bit of extra cash to buy more film? Some of our younger members might enjoy the opportunity to get that slide of a train, locomotive or streetcar they never saw in person.

This auction will work a bit differently from our Railroadiana Auction (which will be held in January). Members selling slides get to keep all of the money from their sale. We only ask that, as a minimum, for every ten (10) slides you offer for sale, you donate a slide to be sold for the benefit of the Chapter. Complete rules for the Slide Auction are in the column to the right.

The November **Rail Slide Auction** is an experiment. At the very least, members will experience an evening of a rail slide potpourri, which should be enjoyable in itself.

The evening will begin with our usual sit-down dinner in the Faculty Club, 2<sup>nd</sup> Floor, Alumni Hall, Thomas Jefferson University, beginning at 6:15 PM, at a cost of \$19 per person. **DINNER RESERVATIONS ARE MANDATORY AND MUST BE MADE BY TUESDAY EVENING, NOVEMBER 13, 2001** to Dinner Chairman Bill Gardiner at 215-632-7016. This is a **STRICT** deadline, and you **MUST** specify when ordering if you desire a fish dinner. Please call **BILL GARDINER** with your reservation. **No-shows will be responsible for payment for meals ordered!**

**MEETINGS:** 7:30 PM, third Friday of each month (except second Friday in December), at Eakins Lounge, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner (optional) at 6:15 PM (\$19.00 per person), Meeting at 7:30 PM.

**ANNUAL MEMBERSHIP DUES:** \$35.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 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.

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**EXCHANGE COPIES SHOULD BE SENT TO:** R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

Looking forward on our calendar, our December 14 meeting (second Friday in December) will feature Member Art Milks with a slide potpourri from the Northeast from the 1950's. Our January 18, 2002 meeting will feature our Annual Railroadiana Auction. Meanwhile, joins us, and bring a friend to Philadelphia Chapter's first **Rail Slide Auction** on Friday, November 16, 2001!

### PHILADELPHIA CHAPTER, NRHS 2001 RAIL SLIDE AUCTION RULES

1. Minimum bid price on any slide is \$1.00. Increments in bidding will be in multiples of \$1.00 (i.e., \$1.00, \$2.00, \$3.00).
2. Each seller will be limited to a MAXIMUM of 20 slides in the first rotation of the Auction. Additional slides will be permitted up to a maximum of 36, time permitting. For each ten slides offered for auction, seller must contribute minimum of one slide to be sold for the benefit of the Chapter.
3. No junk slides will be permitted in the auction. The auctioneer reserves the right to reject any slide offered for sale which is of poor quality.
4. Payment is expected to be made as each slide is sold, unless other arrangements are made on the evening of the auction.

**Bidders are asked to pay attention during the bidding process. You must maintain a quick, spirited process during bidding!**

## ON THE SCENE.....Update

**(EDITOR'S NOTE:** *Columnist El Simon provided us with some additional information as deadline approached, printed below.)*

In the Washington, DC area, MARC is receiving its own group of HHP-8 electric locomotives, identical to Amtrak's. The first unit, 4911, has been delivered. Virginia Railway Express has received 13 double-deck commuter coaches (V701-V704 are control cabs, V601-V609 are trailer coaches).

The Panama Canal Railway's passenger car fleet has been strengthened by the addition of Amtrak clocker coach 7002 (**Rio Indio**) and former Southern Pacific dome-lounge 3603 (**Rio Chagres**).



**(EDITOR'S NOTE:** *Since the tragic terrorist attack on the United States on September 11, each of us must recognize that our nation is changed forever. As we photograph and observe rail transportation activity, we need to accept and understand heightened security restrictions, and present a mature demeanor at all times. Below is reprinted (with permission) an editorial from the October, 2001 issue of *The Callboy*, newsletter of the Massachusetts Bay Railroad Enthusiasts, Inc., written by John W. Reading, Editor. Composed during September, it will remain appropriate for the foreseeable future.)*

**R. L. EASTWOOD, JR., Editor**

## *May We All Act Responsibly*

Above Lower Manhattan, smoke from the collapsed World Trade Center towers still fouls the air, as the list of confirmed dead and missing grows longer each day. Close by Washington, salvage workers struggle to shore up the shattered walls of the Pentagon. New security tactics clog traffic in our airports. Hard-eyed officers patrol rail stations and rights-of-way.

Since September 11, there has been much talk of "war." But what lies ahead differs from the cinema battles of "Saving Private Ryan" or "Band of Brothers." World War II was as much a struggle of mass production and distribution as of ships, planes and men. The American railroad network was so vital to that struggle that railfans voluntarily gave up their cherished hobby "for the duration."

Now we may face a "gray war" of stealth—one without blacked-out troop specials or hush-hush "main trains." At a time of widespread national tension and suspicion, we urge responsible behavior by railfans, professional railroaders, law enforcement officers, and the public.

**TO RAILFANS:** For now, railroaders may see you as a threat, rather than a friend or even a mere nuisance. Stay off railroad property; do your train-watching well away from the right-of-way. Should a police officer order you to "move on," even from public property to which you would normally have access, pack up your gear and leave politely. Taking that last picture, or being the first to make that "Net posting, aren't worth the short-term hassle; your livelihood and your family's well-being don't depend on them. Leave time for the irrational fears of the moment to pass.

**TO PROFESSIONAL RAILROADERS:** Be patient with us, and recognize that no other basic industry functions so much in public view, with such a group of amateur admirers. Know that we support the railroads' efforts to survive and prosper, even at a time of national upheaval and fear.

**TO OPERATING CREWS:** We realize that each day when your report for duty, you just want to get over the road safely and return home at the end of your run. We will not keep you from those goals; our hobby should never interfere with your job. But we still want to be out along the

line, reporting and documenting the railroad experience. We ask that you not see us as enemies when we do that.

**TO RAILROAD MANAGERS:** We appreciate your past willingness to let us look "behind the scenes" and we hope to continue those educational experiences in a safe way. We understand your heightened concerns for the protection of your employees and your property, and we ask your equal understanding of our genuine, and continuing, interest in your industry and its operations.

**TO LAW ENFORCEMENT PERSONNEL:** Where entering railroad property was illegal before September 11, it still is. But where watching and photographing trains from public property (or private property, with permission) was legal before September 11, it still is. How you treat railfans in these uncertain times will help define the precarious balance between "national security" and traditional American liberty. On September 16, Linda Greenhouse, *The New York Times'* Supreme Court report, quoted Amy Gutmann, a political philosopher and newly-designated provost of Princeton University: "The time when people are living in fear is the time when we as a society have the most need to maintain civil liberties—which, as we've learned to our national disgrace, has not always happened." (Even as this was written, a Boston TV news team has sought help from Amtrak and MBTA police, after a "misunderstanding" in which the private security force at South Station has refused to let them film on the station concourse.)

**TO THE PUBLIC:** Consider railfans whose skin color, appearance or accent may seem "foreign" as loyal Americans until proven otherwise. And beware the reckless hysteria than can follow war talk, such as the foolish, nearly forgotten anti-Japanese sentiment of 1942 that led to some railroads renaming their 2-8-2's as "MacArthur" types in place of "Mikados".

And, a final note to railfans: When you're out train-watching these days, **WAVE!** Let the railroads know that you respect what they do—and that they still have friends at tracksides.

--John W. Reading



# PHILADELPHIA



FRANK G. TATNALL, JR.



## SEPTA REGIONAL RAIL

SEPTA surprised a lot of people last month when it filed a funding application with the Federal Transit Administration on behalf of its cherished Schuylkill Valley MetroRail project. The \$1.6-billion plan for a 62-mile commuter rail line between Philadelphia and Reading had been stalled for several months because PennDOT balked at making the 20 percent match required by the Federal government for "New Starts" such as this one. While the State has committed to paying up to \$300 million of the cost, it insists that local governments fund 3.3 percent of that match. In response to an October 15 editorial in the *Inquirer*, PennDOT Secretary Bradley Mallory reaffirmed the 3.3-percent local requirement, but insisted that the State supports a "properly funded and economically built Schuylkill Valley Metro."

SEPTA's new proposal does not call for local funding, proposing instead an 80-20 Federal-State formula. But Sam Katz, director of the Greater Philadelphia First organization and a former Republican mayoral candidate, has promised to put together a coalition of private and public sources to help finance the project. SEPTA General Manager John K. Leary, Jr. said that he hoped to receive FTA approval by the end of this year, which may be optimistic because of the heavy competition for New Starts funds. The application calls for using the NORFOLK SOUTHERN right-of-way between Norristown and Reading.

Remediation work is well underway at the site of the old Paoli MU car yard, replacing the PCB-contaminated surface with fresh soil to prepare it for construction of the \$20-million Paoli Transportation Center. Currently, huge piles of soil may be seen at the yard location, although the vacant 1915-era carshop building still stands. The stub-end track which ducked under the mainline west of the shop has been removed, along with all remaining yard tracks.....SEPTA is executing an agreement with the BRANDYWINE VALLEY RAILROAD for freight operation on SEPTA's ex-Pennsy Octoraro branch in Chester County. Previously, SEPTA had granted a freight easement to PennDOT, which in turn signed an operating agreement with Delaware Valley Railway and later with Brandywine Valley, but PennDOT last year terminated its easement.

SEPTA launched its fall leaf campaign on October 14, fielding two work trains which deposit a special gel on the rails to

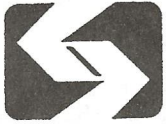
prevent wheel slippage. One train out of Frazer yard uses SW1200 #52 and ex-LONG ISLAND EMD "power pak" cab unit #622, while the other train based at Wayne Junction has RL1 #61 and Alco power pak #615.....Silverliner IV cars #130 and 296 have been repaired by Delaware Car in Wilmington and returned to service. Car #161 is now at Delaware Car and #403 remains out of service with collision damage.....SEPTA has offered for sale one of its last Blueliners, #9109, stored at Wayne Junction, as well as ex-New York Central stainless steel car #488.....SEPTA now expects to complete its Regional Rail control center at 1234 Market Street by next March, at which time all train dispatching will be done from that location and the five remaining towers ("Wayne," "Wind," "Broad," "Mark" and "A" will be closed. A giant model board of the SEPTA-owned RRD lines has already been installed in the center.

SEPTA's "Silverliner V" project is moving into high gear. Design work is underway, the cars to have two sets of quarter-point doors one-third and two-thirds of the way from the front end. This should cut entry and exit times in half, as there will be no side doors in the cabs. Three-and-two seating will be installed in the end sections and two-and-two between the door areas. The cars will be equipped with electric destination signs and positions for two wheelchair passengers in each car. Present plans call for an order of 102 cars, which will replace the 53 remaining Budd-built MU's and the 20 St. Louis cars, all of which date from the 1960's, and provide additional capacity for Regional Rail's growing ridership. In Fiscal Year 2001 RRD handled about 29 million passengers, a resurgence which almost reached the level of 30 million carried by the combined Reading and Penn Central systems 30 years ago. SEPTA said that the new cars will be "in harmony with" design requirements for the proposed MetroRail cars, and adaptable to one-person operation. SEPTA will engage in a negotiated procurement process, meaning that it is not required to accept the lowest bid if a higher bid will deliver better value over the long run. A request for proposals should go out early in 2002, with the prototype car to be delivered in 2005 and the entire order completed in 2006.

In cooperation with the Philadelphia Fire Department, SEPTA conducted its annual passenger train emergency simulation drill on Sunday morning, October 21. Staged in the tunnel near Suburban Station, the drill simulated a rear-end collision to test SEPTA's capability for evacuating injured passengers and crew. Volunteers from the Radnor Fire Company played the role of "victims".....Those bright new dot-matrix train departure signs are now in service at both Market East and 30<sup>th</sup> Street Stations.....On the weekends of October 20-21 and 27-28 maintenance work was carried out on the Cobbs Creek and Darby Creek bridges on the West Chester Line. Single-tracking required outbound R3 Media-Elwyn trains to operate 30 minutes later than normal.....In addition to reissuing the R2 Marcus Hook-Wilmington-Newark timetable on September 2, the R7 Trenton-Chestnut Hill East schedule was also reissued, due to AMTRAK's increased Acela Express service.....No RRD schedule changes are planned until at least December. (Continued on Page 5)



## PHILADELPHIA EXPRESS (Continued from Page 4)



# SEPTA TRANSIT

A smoky fire at SEPTA's old Luzerne depot in North Philadelphia on October 7 gutted five bays used for stockpiling materials, but none of the stored PCC cars at the site were damaged. There are 26 PCC's at Luzerne which are considered good candidates to be rebuilt for the planned Route 15 Girard Avenue light rail line (see October *Cinders*). Investigators said defective wiring in the 90-year-old building was responsible for the fire.....On Saturday afternoon, October 13, SEPTA operated historic PCC car #2785 over Route 23 trackage between Germantown depot and Chestnut Hill loop. This was a charter for the Trolley Car Diner on Germantown Avenue in Mount Airy, which was celebrating its first anniversary. Passengers were carried free. Two other PCC's, #2728 and 2741, are stored at Germantown.....There will be no Holiday Trolley service this year in center city, because power has not yet been restored on 11<sup>th</sup> and 12<sup>th</sup> Streets.

Major construction work is underway at SEPTA's 69<sup>th</sup> Street yard, as a new carshop building is taking shape on the site of the original structure. The old building dates to the opening of the Market Street el in 1907. Temporary shops had to be erected to carry on maintenance of the new M4 cars during the construction period. In addition to the new shop, work is being completed on a car washing building. The modern motor shop adjacent to the site continues in operation. The entire \$68-million project, including rebuilding of the yard, should be completed by the end of 2003.....SEPTA is about to begin installation of temporary poles along Market Street between 46<sup>th</sup> and 63<sup>rd</sup> Streets, to carry low-voltage wires and other fiber optic cables. They will be removed and the wires relocated when the new el structure is completed in 2006.

The terrorist attacks of September 11 have had a negative effect on SEPTA ridership, which remained below normal for the balance of September and has yet to rebound. Among the probable causes are cuts in employment, particularly in the hospitality industry such as hotels, and a reduction in discretionary travel to and from center city. The impact on the R1 Airport Line has been substantial, due to the three-day shutdown of the airlines, the continuing decline in air travel, and reduced employment at the Airport. Ridership on the City and Suburban Transit Divisions in September was about six percent below the same month in 2000, although Regional Rail was virtually even with last year. Consolidated passenger revenues for September of \$24.7 million were two percent below budget but, due to the recent fare increase, \$1.6 million or seven percent higher than September a year ago. After subsidies, the deficit for September was \$375,000 and the cumulative deficit for the first three months of Fiscal Year 2002 was \$646,000.

A report released last month gives a bleak assessment of the Philadelphia region's economy. The *Inquirer* featured a story about the report, commissioned by the Pennsylvania Economy League, which is entitled "Flight (Or) Fight: Metropolitan Philadelphia and Its Future," detailing the reasons

why the City and older suburban towns are the victims of public policies that "thwart regeneration while the entire region is being plowed under by farm-devouring sprawl...This is happening without substantial gains in population, jobs and personal income—just more houses, corporate parks and shopping plazas." SEPTA could play a role in improving this situation, but concerted government action is needed.....After five years of problems and notable progress, Jack Leary will stop down as general manager of SEPTA at the end of December. "The gas tank runs empty," he told the press. The search will soon begin for a new GM.

SEPTA will equip 125 of its new Flyer low-floor buses with the satellite-based automatic vehicle location system, which will allow dispatchers at the 1234 Market Street control center to pinpoint the exact location of each vehicle. AVL will be phased in as part of the Computer-Aided Radio Dispatch (CARD) network, which is to be up and running by late next year or early 2003.....Route 11 trolleys were turned back at Island Avenue on October 17 to allow installation of new specialwork at the CSX crossing on Main Street in Darby.....The Route 52 bus line on 52<sup>nd</sup> and 54<sup>th</sup> Streets is a candidate for "transit first" preferential traffic control, along with trolley Routes 10 and 15 (see October *Cinders*).....The U.S. Justice Department has withdrawn its support for a lawsuit filed against SEPTA by five female applicants for the transit police force. The plaintiffs contend that SEPTA's requirements for running and climbing stairs are discriminatory against women. The loss of support from the Federal government will weaken their case, the *Inquirer* reported.....A SEPTA operator working out of Southern depot won the 40-foot bus competition at the Bus Roadeo held in Philadelphia during last month's convention of the American Public Transportation Association.



# AMTRAK

The Wall Street Journal reported on October 12 that AMTRAK's Acela Express high-speed trains were enjoying a 35-percent increase in ridership over the previous year. This was partly due to the three-week closure of Reagan National Airport near Washington following the September 11 terrorist attacks (it reopened October 4 amid a high level of security), and possibly to the fact that more Acelas are now in service. Amtrak's systemwide passenger business was up 15 to 17 percent over a year ago.....AMTRAK's request for a \$3.2 billion appropriation—to be used for safety and security enhancements and additional equipment—was pared down to \$1.77 billion by the Senate Commerce Committee last month. Deleted from the bill were funds for repairing out-of-service cars and acquiring new ones, and some western Senators expressed unhappiness that most of the remaining funds would be spent in the Northeast Corridor. Committee Chairman Ernest F. Hollings of South Carolina promised to hold hearings on another bill, which he introduced, aimed at repealing the present law that requires Amtrak to become operationally self-sufficient by 2003. This is a deadline that many in Congress and the Department of Transportation believe to be unattainable.....House Transportation & Infrastructure Committee Chairman Don Young of Alaska has introduced a bill which would allow states (not AMTRAK) to issue up to \$71 billion in tax-exempt bonds for rebuilding certain rail lines into high-speed corridors capable of sustaining 125-mph speeds. The bill is titled the Rail Infrastructure Development & Expansion Act for the 21<sup>st</sup> Century, or "RIDE-21" (NARP). (Continued on Page 6)



## PHILADELPHIA EXPRESS

(Continued from Page 5)

AMTRAK last month gave its Metropolitan Lounges at Northeast Corridor stations a new name: ClubAcela. Amtrak apparently intended to make these lounges accessible to members only for an annual fee of \$200, similar to some airport clubs maintained by the airlines. But now it develops that, for the time being at least, all passengers holding first-class tickets will continue to be admitted free.....The *Inquirer* has identified 52 victims of the World Trade Center catastrophe as living in or having close ties to the Delaware Valley region. It now appears that at least eight of them were regular commuters on AMTRAK or NJ TRANSIT to and from New York.....AMTRAK has a nice little catalog offering all sorts of Acela-related gift items—shirts, hats, golf balls, even bathrobes—adorned with the Acela “blob” logo.....CBS television Commentator Andy Rooney gave a vigorous endorsement of rail travel, both passenger and freight, in his “60 Minutes” appearance on September 30. “There are thousands of miles of empty railroad tracks running contiguously with crowded highways,” he said. “It takes 1,500 gallons of fuel for a plane to fly from New York to Chicago with 100 people on board. A train with 1,000 people can make the same trip on fewer than 300 gallons...There’s no greater feeling of luxury and satisfaction than being whisked 500 miles closer to your destination while you sleep on a fast-moving train.”



CSX  
NS  
OTHER ROADS

CSX reports that it has paid \$373,000 to the City of Baltimore to help cover the City’s costs related to the derailment and fire in the Howard Street tunnel last July (see September *Cinders*). The money was to help pay the overtime costs for police, fire and public works personnel (*Weekly Rail Recap*).....The Surface Transportation Board, in its decision permitting NORFOLK SOUTHERN to close the ex-CONRAIL carshop at Hollidaysburg, PA (see October *Cinders*), has ordered NS to report quarterly on its efforts to keep open the nearby Juniata locomotive shop in Altoona (*Railway Age*).

PATCO has opened a new era in subway advertising, with a series of 100 lighted boxes strung along 450 feet of its tunnel near the abandoned Franklin Square station in Philadelphia. According to an *Inquirer* report, the display gives the impression of a moving picture as passengers look out the windows of their moving train. The first client is Dasani, Coca-Cola’s brand of bottled water.....A PATCO track worker was killed in an early morning accident October 4 when he was struck by a train in Camden. It was the first on-duty employee fatality in PATCO’s 32-year history (*Weekly Rail Recap*).

Bethlehem Steel, long a major railroad customer and supplier, declared Chapter 11 bankruptcy last month. The company, still based in Bethlehem even though its plant there is closed, lost \$1.4 billion in the first nine months of this year. The effect of the bankruptcy on wholly-owned Lukens Steel plants in Coatesville and Conshohocken is not known, but it is believed that they will continue in operation.....Lancaster Chapter has

postponed its “Liberty Limited” excursion to Newark, NJ until next April. The Statue of Liberty, which was to be part of the tour, remains closed following the World Trade Center disaster.....As Kodak retrenches and more people switch to competing film and to digital cameras, the company has consolidated all Kodachrome processing at its Fairlawn (NJ) facility (*Railpace*).

One of the eight new HHP-8 electric locomotives ordered by MARC, #4911, was spotted at AMTRAK’s Race Street engine terminal in Philadelphia on October 21.....The United Transportation Union announced last month that it had signed letters of intent with most of the major railroads, CSX and NS among them, assigning remote control locomotive operations to UTU members. Almost immediately, the UTU’s putative merger partner, the Brotherhood of Locomotive Engineers, sent a letter to the railroads asserting that the BLE has exclusive rights to bargain for locomotive engineers (*Weekly Rail Recap*).

Ev Edwards, writing in the Lehigh Valley Chapter newsletter, reminds us it was 50 years ago, on September 7, 1951, that Lehigh Valley Transit made the final trolley runs on its Liberty Bell Route.....Next year, General Electric will close its 1924-era switchgear plant on Elmwood Avenue in Southwest Philadelphia. Long a fixture beside the AMTRAK mainline, the plant that once employed 7,000 people is now down to a small staff of just 216.....The new administrator of the Federal Railroad Administration, Alan Rutter, is working with Congress to get his agency reauthorized. A unit of DOT, the FRA has been operating without reauthorization since 1998 due to disagreement on certain labor-related issues (*Traffic World*).....More than 400 retired New York City subway cars are being sunk in the Atlantic Ocean off the Delaware coast, to create an artificial reef for a fish habitat. Officials in New Jersey and Maryland had earlier rejected proposals to sink the cars off the coast of those states.

### New Book Portrays W&W’s Battle With Hurricane

*Hurricane Floyd!* is the title of a new softcover book which recounts the destruction and rebuilding of the Wilmington & Western Railroad after the onslaught of Hurricane Floyd on September 16, 1999.

Edited by Paul W. Harris and published by Historic Red Clay Valley, Inc., the 52-page book is profusely illustrated with photos and maps. It takes the reader through the long and costly rebuilding process which culminated in the reopening of the entire 10.2-mile railroad on March 15, 2001.

*Hurricane Floyd!* may be ordered for \$14 from the Wilmington & Western Railroad, P. O. Box 5787, Wilmington, DE 19808-0787, which includes priority mailing. For further information, telephone 302-998-1930.

### Back Issues of “Extra 2200 South” Offered

Railfax, the former publisher of *Extra 2200 South*, the locomotive newsmagazine, is offering copies of Issues 1 through 90 (years 1968-1990). Many are from the original press runs, others are reprints and the early issues are Xerox copies. A mini-index and order form can be downloaded from the publisher’s website ([www.railfax.com](http://www.railfax.com)) or obtained by mail from: Railfax, 10890 Lemarie Drive, Cincinnati, OH 45241-2802. The telephone number is 513-563-1338.





*(Longtime Member Joe Mannix, whose artwork has graced the pages of the National Railway Bulletin and Cinders for many years, has thoughtfully provided an updated heading for El Simon's column. We hope you'll like his choices!)*

A month after the tragedies of September 11, Amtrak was showing its true worth in the busy Northeast Corridor, absorbing numerous passengers who no longer find the air shuttles appealing. For its part, Congress seems inclined to provide some additional funding for tunnel safety improvements and enhanced security measures, although not the \$3.2 billion Amtrak was looking for. Midwesterners seemingly did not take kindly to what they saw as an inequitable emphasis on the Northeast (that is a story for another day). It also seems possible that Congress might get around to revisiting the mandate that Amtrak achieve operating self-sufficiency by 2002.

I do not plan to be "on the scene" this Thanksgiving season because of the heightened concerns over station and platform security. Through alternate sources I would hope to be able to secure train consists to maintain historical continuity; alas, there have really been few equipment developments over the past year which would warrant an on-site observation of the trains. I would likewise recommend that our readers exercise caution and common sense when planning any rail photography as well.

A new consist book was issued for the September 30 Northeast Corridor schedule. Consists are much more standardized than in the past, as they rarely change from day to day and cars are usually added or dropped at Washington. Several clockers swap cars at Sunnyside and Philadelphia, however. Did you notice, by the way, that the latest Northeast Corridor schedule shows all Corridor trains in one consolidated format again? It's certainly simpler, but readers must remain aware of frequency notes.

The September 30 schedule provides for 19 trainsets to protect most Acela Regional schedules. Two groups of nine sets each have been set up, and the consists rotate from one day's assignment to the next for nine days and start over again on the tenth day. As an example, a trainset operating on Trains 151 and 148 on November 1 would appear on those trains again on November 10. A nineteenth trainset operates by itself on Trains 180 and 193 (weekdays) and 186-197 (weekends). There are also borrowed clocker and Metroliner sets, mostly on weekends.

A typical consist will be six coaches, a food service car and a business class car. Capstone cars are to be used when available. Keystone, clocker and Empire Service trains are made up from separate equipment pools. The Maple Leaf to and from Toronto, by the way, now offers an Amdinette car with business

class service. There still remains only one Turbo trainset in active Empire Service, protecting weekday Trains 256 and 257.

Speaking of clocker service, the State of New Jersey has signed a memorandum committing them to take over this operation in New Jersey within five years. Equipment will be NJ Transit's own high-capacity cars and locomotives, including some currently on order. Meanwhile, New Jersey will contribute \$2 million to refurbish some locomotives and cars (several clocker coaches have been sent to Beech Grove recently).

Acela Express trainset 20 arrived in Philadelphia for acceptance testing on October 15. The consist is made up of some "new" units as well as cars which first operated in test consists 1 to 4 and were returned to the carbuilder for completion as finished vehicles. Trainset 20 consists of power unit 2026 (new), cars 3403 (from set #3), cars 3523 and 3310 (both new), 3503 (from set #2), 3502 (from set #1), 3203 (from set #3), and power unit 2029 (new). Set #3, meanwhile, has been used to equip parts of trainsets 19 and 20 and only café car 3300 and power units 2004 and 2005 are left. Whenever this trainset is released, it will be filled out with cars from sets 1, 2 or 4 and/or the eight cars that haven't shown up at all, so far. We now await the return of trainsets 1 to 4 from production standard retrofitting.

In the September 30 schedule change, Amtrak made a last-minute decision to retain Acela Express trains 2180 and 2181 (7:25 AM from Washington and 7:30 AM from New York). The equipment on these trains was planned to replace the following Metroliners 102 and 104 but passenger loadings dictated otherwise. Amtrak plans to add three more Acela Express trainsets to revenue service, most likely effective December 9, with a corresponding increase in service. There should be one more trainset delivered by that date.

The overnight mail trains between Springfield and Washington operate on the following schedules:

TRAIN 13	STATION	TRAIN 10
3:45 AM	Lv SPRINGFIELD	Ar 3:51 AM
5:02	Ar NEW HAVEN	Lv 2:31
5:17	Lv NEW HAVEN	Ar 1:41
6:54	Ar NEW YORK	Lv 12:10 AM
7:04	Lv NEW YORK	Ar 10:40 PM
8:30	Ar PHILADELPHIA	Lv 9:20
10:40	Lv PHILADELPHIA	Ar 8:55
11:57	Ar BALTIMORE	-----
12:38 PM	Ar WASHINGTON	Lv 7:10 PM

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## ON THE SCENE (Continued from Page 7)

Two other scheduled deadhead trains in the Corridor are Train 1182 Fridays, departing Philadelphia at 10:00 PM, arriving New York 11:21 PM. Also, Train 1236 operates weekends, departing Albany-Rensselaer at 4:10 AM, arriving New York at 6:25 AM.

**Downeaster** service between Boston, MA and Portland, ME is scheduled to begin December 15, with a preview trip on December 14. Instruction trips are now using two trains, including one which is made up of the actual consist scheduled trains will use: cab-baggage 90220, split club 48140, Metroliner/business class 44926, 44717, 44985 and P40 831. The other training set uses cab-baggage 90213, split club 48126, dinette 48240 and P40 804. The split clubs will provide business class seating in the club section. The **Downeaster** name was once applied to the weekend New York-Portland train that carried cars to Rockland and other central Maine points, serving as a relief **Bar Harbor** section (the latter train ran to Ellsworth for the connection to Mount Desert Island).

On November 1, a conventional Amfleet trainset replaced a failed Acela Express trainset on a round-trip to Boston. The train ran 20 minutes late northbound, but was two minutes early on the return trip to New York.

The Boston Symphony Orchestra chartered a special train on October 16 (running as #857). The train consisted of AEM7 907, four Capstone coaches and Capstone café car 85500. Reportedly, it ran non-stop from Back Bay or Route 128 and took only three hours, 39 minutes for the trip to New York, only about ten minutes more than an Acela Express train (which makes more stops).

In motive power items, 16 AEM7AC rebuilds have now been completed: 901 (7-15-00), 905 (8-29-00), 908 (1-26-01), 916 (11-15-99), 918 (2-11-00), 919 (12-04-00), 920 (10-17-00), 923 (8-27-01), 924 (4-11-00), 925 (9-14-01), 927 (3-21-01), 935 (4-17-01), 940 (6-20-01), 943 (8-06-01), 946 (5-24-01) and 948 (7-23-01). The dates are from the "blue cards" on the locomotives. Six more AEM7's are in the shop process now: 912 (10/01), 913 (11/00-fire damage), 917 (7/01), 921 (6/01), 938 (next to come out) and 939 (9-01).

Fourteen of the 15 HHP-8's are in service, with only 652 remaining to be delivered.

Seven of the eight former GO Transit GP40H units have been renumbered into the 520-527 series; only 196 remains (it will become 524); obviously, this may have occurred by the time you read this since new P42's have reached #194.

Eight additional P42's (187-194) arrived at the end of September, followed by 195 and 196, which ran east from Erie on October 18. Unit 197 was held back to correct a mechanical defect. P42 207, when delivered, will complete the order. Unfortunately, however, the two September accidents on the Union Pacific took out four of the new units, and it remains to be seen whether they'll be replaced.

P42 #26 was sent to Toronto to familiarize VIA Rail Canada crews with General Electric power, with 21 P42's on order to be delivered shortly. Soon, Amtrak F40's on the **Maple Leaf** will be a thing of the past. Caltrans is receiving new F59's to

replace the few remaining F40's in Amtrak West; recently, less than 20 F40's have been in active Amtrak service.

Only two former Santa Fe CF7's were considered active - 582 and 585 at Washington, DC. However, the latter unit recently suffered a generator fire, so its future is unclear.

The program to upgrade seating in eight Horizon coaches (renumbered to 51000-51003 and 51500-51503) was completed when car 54569 was converted to 51502. In an Amfleet item, two of the six split club cars are receiving trainlines for Maine service: 48126 (ex-20126) and 48140 (ex-20140).

The unique Viewliner diner (8400) has been stored since June. Full dome-lounge cars 9302 and 10030 have been sold, with sister 10031 possibly to follow. The latter car is serving this fall on the Seattle Seahawks space trains from Portland (with Horizon cars). As promised, the 10-6 sleepers went out with a final trip on the **Three Rivers**. Cars 2446, 2450 and 2466 were the final three cars in Amtrak service (there are five cars leased to VIA Rail Canada) and several similar cars are available for lease service.

Deliveries of ExpressTrak refrigerator cars have reached 30 during October, with the cars scattered in a number series that reaches as high as 74111.

Amtrak seems determined to clean house by selling off over 100 Heritage cars, including at least a dozen head-end cars and all of the ex-Santa Fe hi-level cars not in active service (the latter consisting of five lounges and five coaches). Most of the hi-level cars have been stored for several years and the cost of restoring them to active duty was deemed prohibitive. The original **El Capitan** fleet dates from 1956 and Budd built 24 more coaches in 1963-64 to permit the assignment of these cars to the **San Francisco Chief**. The hi-levels to be sold totals 55 and includes 32 coach-dormitories, 14 coaches, one lounge and six diners.

The other cars on the sales list includes five baggage-dorms (1615-1617, 1626-1627), four Slumbercoaches (2055, 2088, 2090 and 2093), 13 10-6 sleepers (2431-32, 2434, 2436-2437, 2447, 2456, 2458-2460, 2880, 2886, 2932), six lounges (3100-01, 3103, 3107, 3120, 3123), four coaches (4603, 4613, 4621, 4623), one food car (8603), one buffet diner (8700) and two cab-coaches (9648 and 9822).

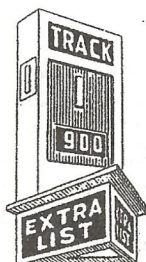
Over a dozen baggage and MHC cars are recommended for scrap. This does not, by any means, close out all of the stored cars.

Private car 800132-**Henry E. Huntington** (ex-Reading Company business car 15) was a visitor to the recent AAPRCO convention in Denver, operating in from Los Angeles via the western train. A recent check indicated that 141 privately-owned cars (including railroad-owned) operated on Amtrak trains within the past year. This number has held reasonably steady in recent times, with a few new cars added and a few disappearing to storage.

Out along the right-of-way, new interlockings added in the latest general order are three locations on the New Haven line: CP 232 (0.7 miles west of Stamford), CP235 (1.4 miles east of Stamford) and CP 256 (0.4 miles east of Bridgeport).

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**NOVEMBER 10, 2001:** "Trains & Troops" day at Railroad Museum of Pennsylvania, Strasburg, featuring military re-enactors, exhibits, displays, presentations on the railroads' role in wartime and patriotic music. Regular admission charges apply. For information, telephone 717-687-8628 (website: [www.rrmuseumpa.org](http://www.rrmuseumpa.org)).

**NOVEMBER 10-11:** First Frost Train Meet at the Fairgrounds Agricultural Hall, 17<sup>th</sup> & Chew Streets, Allentown, PA, 9 AM-3 PM. Admission: \$5, children 12 and under \$2. For information, telephone Bob House at 610-821-7886.

**NOVEMBER 16-18:** Delaware & Hudson Symposium II, a celebration of the history of the D&H Canal and Gravity Railroad, at the Ladore Lodge & Conference Center, Waymart, PA. Sponsoring organizations include the D&H Transportation Heritage Council, Waymart Area Historical Society and Wayne County Historical Society. Numerous presentations will be made on related subjects by such well-known authors as Jim Shaughnessy and Larry Lowenthal, and a Sunday bus tour will include visits to remaining canal locks and artifacts of the 1828-vintage gravity railroad. Registration fee is \$50, and double occupancy room for Friday and Saturday nights at the lodge (with five meals including the Saturday evening banquet) is \$156 per person. Single occupancy room with meals is \$246. Other charges apply without accommodations. Sunday bus trip is \$5 per person. For reservations, send check or money order to: WAHS-D&H Symposium II, P. O. Box A, Waymart, PA 18472-0346. For information, telephone Rod Brown at 570-488-6756 (e-mail [fcbrown@socantel.net](mailto:fcbrown@socantel.net)).

**NOVEMBER 17:** 7<sup>TH</sup> annual Train Show & Sale sponsored by Chalfont Boro Police Benevolent Association at Lenape Middle School, 313 West State Street, Doylestown, PA, 9 AM-3 PM. Admission: \$3, children under 12 free. For information, telephone Paul Myers at 215-345-5017.

**NOVEMBER 23-25:** B&O Railroad Museum will offer train rides over the "first mile of railroad track in America" from its grounds at 901 West Pratt Street, Baltimore, MD. The "Railroad Santa" will arrive in the roundhouse by train at 11 AM on Friday the 23<sup>rd</sup>. For information, telephone 410-752-2490 (website: [www.borail.org](http://www.borail.org)).

**NOVEMBER 24-25:** Annual open house at Cheltenham Hills Model Railroad Club (former Reading Ogontz station), 8000 Old York Road, Elkins Park, PA, 12 Noon-4 PM. Donations accepted. For information, telephone 215-635-9747.

**DECEMBER 1-2:** Annual Holiday Train Show & Sale at historic Music Pier, Boardwalk & Moorlyn Terrace, Ocean City, NJ, sponsored by the City of Ocean City. Show hours: Saturday 10 AM-5 PM, Sunday 11 AM-4 PM. Operating displays and model trains of all gauges, door prizes, appraisals. Admission: \$1 per person. For information, telephone 609-525-9296.

**DECEMBER 2:** Fantrip on SEPTA's Suburban Transit Division using Kawasaki car and work car D-39 between 69<sup>th</sup> Street Terminal, Media and Sharon Hill, sponsored by Wilmington Chapter NRHS. Trip leaves 69<sup>th</sup> Street at 10 AM. Fare: \$35 per person. Order tickets from: Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860-1003 (telephone 973-383-3355 9 AM-5 PM or E-mail to: [Steve@daylightimages.com](mailto:Steve@daylightimages.com)).

**DECEMBER 8:** NJ Transit "Santa Claus Train" sponsored by Jersey Central Chapter NRHS departs Westfield, NJ at 9:45 AM and 1:45 PM for one-hour and 45-minute round-trip to High Bridge, NJ. Santa Claus will be on board and each child will receive a coloring book, crayons and candy cane. Riders will have a chance to win an HO-gauge trainset. Order tickets from: Jersey Central Railway Historical Society, 60 Cheswick Court, Bedminster, NJ 07921. For information, telephone 908-781-1896 (website: [www.jcrhs.com](http://www.jcrhs.com)).

**DECEMBER 8:** "Santa Train" on NJ Transit, operating round-trip between Netcong and Hackettstown, NJ, sponsored by Tri-State Chapter NRHS. Train departs Netcong and Hackettstown at approximately 9:30 and 11:45 AM. Another train will leave Netcong for Dover, NJ at approximately 2 PM, making round-trip Netcong-Dover-Netcong-Dover. Fares: \$9 adults, \$7 children. Order tickets from: Tri-State Railway Historical Society, P. O. Box 6076, Bridgewater, NJ 08807-0076, enclosing stamped, self-addressed envelope and specifying train and boarding location. For information, telephone 973-656-0707 (website: [www.tri-state-rail-history.org/santa](http://www.tri-state-rail-history.org/santa)).

**JANUARY 12-13, 2002:** Open house at Cheltenham Hills Model Railroad Club (former Reading Ogontz station), 8000 Old York Road, Elkins Park, PA, 12 Noon-4 PM. Donations accepted. Event will be repeated January 19-20. For information, telephone 215-635-9747.

## ON THE SCENE (Continued from Page 8)

In closing, we'll detail some more interesting trivia about standard Pullman sleepers. The Reading's *Ottawa* was only shopped twice by Pullman after Reading acquired the car in 1948, in June 1948 and December 1950. The car was stored at Romulus, NY (Seneca Army Depot) from November 7, 1954 to June 16, 1960, as part of the government storage pool of (eventually) 1,537 cars. It was released from storage and returned to the Reading, who in turn sold the car in August, 1960 to Luria Brothers of Modena, PA, where it was scrapped.

Pullman Temple University was rebuilt (and named) for Pennsy service in 1936 but was sold to Union Pacific in 1948. The car was withdrawn from Pullman lease on July 3, 1962. When the Air Force posted me to Southeast Asia in August 1966, the era of the standard sleepers was coming to a close. Only 45 cars were still active, including both Pullman and railroad-owned cars. (For our younger members, virtually all streamlined sleepers were owned by the railroads and leased to Pullman for operation. Pullman also maintained the cars in its own shop and yard facilities. Beginning with the defection of New York Central and Rock Island in 1958, railroads began to rethink their policies. Penn Central pulled the Pennsy side out of Pullman in July 1968 but retained about 30 cars to the end for southern service).

There was a derailment on September 21, 1966 at Summit, VA that damaged three of the heavyweight cars: **Blue Bird Lake, Lake Bruin and Oak Glen.**

The 1966 edition of the Army-Navy game, played while I was in the Philippines, witnessed 14 heavyweight Pullmans in perhaps the final large-scale use of these cars in our area. All of the first-class trains from New York used to be identified by colors, and the remainder of the consists of the three trains listed below were lightweight sleepers and Pennsy and Long Island parlor cars (numbers behind each car name indicate railroad from which the sleeper originated): (Continued on Page 10)



## Rails Impacted by Terrorist Trauma

(Continued from Page 1)

The freight railroads too have been forced to boost their security efforts, because of the heavy traffic in hazardous materials. As a precaution, railroads dispatched teams to inspect key bridges, tunnels and other facilities, and tightened police surveillance of their properties. (Norfolk Southern, which said it has "increased security throughout the system," has even asked railfans to leave the traditional viewing area at Abrams yard, near Norristown, where they had long been tolerated.)

After the air raids on Afghanistan started October 7, railroads nationwide went on "red alert," placing a three-day hold on 46 types of "hazmat" shipments, many of them moving in tank cars plainly labeled with the contents. The railroads have remained in a high-security mode, activating an around-the-clock Rail Freight Industry Crisis Center, increasing patrols at critical facilities, cutting back operations near major public events, restricting access to rail facilities and to computer information, continuing to conduct background checks on new employees, maintaining contact with customers and national security agencies and with the Department of Defense regarding movement of critical military supplies.

The industry's plans to implement "critical action teams" to oversee these efforts were outlined by Association of American Railroads President Edward Hamberger in testimony before a U. S. Senate committee on October 2. They mirrored the task forces recently set up by the Federal Railroad Administration. With the fear of chemical terrorism increasing, shippers and

receivers of hazardous materials have also been enlisted in the effort to reduce the accessibility of these commodities. Loaded tank cars and trucks are now stored within protected areas to the extent possible.

Trucking firms, especially the hundreds of carriers authorized to handle hazardous materials, were asked to increase security and to thoroughly check the backgrounds of their drivers. Nuclear generating plants such as Peco Energy's Limerick facility near Pottstown have long been considered secure, but recent government checks have found many of these plants to be all too vulnerable, causing the industry to beef up protective activities.

It appears that this new climate of watchfulness will continue indefinitely, whether or not there are any further terrorist assaults on America.

--Frank Tatnall

## ON THE SCENE (Continued from Page 9)

**BLUE TRAIN:** Loch Lomond (1), East Sparta (1), John Greenleaf Whittier (2), Glen Douglas (6); **GREEN TRAIN:** Lake Childs (5), Poplar Creek, Poplar City, Poplar Springs (4); **PURPLE TRAIN:** Glen Saddell, Moore, Donizetti, Glen Athol (6), Rittenhouse Square (2), Lantern Tower (1). Five other cars were reported in the fall of 1966: New Capitol (3), Park City (1), Sugar Loaf Mountain (1), Lake Emma (6) and Poplar Trail (6). The railroads which the cars originated from were: (1) Baltimore & Ohio, (2) Pennsylvania, (3) Chicago, Burlington & Quincy, (4) Seaboard Air Line, (5) Southern and (6) Pullman Company.

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