



# CINDERS

AUGUST 2002



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PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

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

*Founded 1936, Incorporated 1973 as a 501c3 non-profit corporation*

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**MEETINGS:** 7:30 PM, third Friday of each month (except second Friday in December), at Faculty Club, Second Floor, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner (optional) at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM. No meeting July or August.

**ANNUAL MEMBERSHIP DUES:** \$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.

## CSX Operates Mammoth Office Car Special

CSX Transportation put together a huge 27-car office car special during the June 22-27 period to host Wall Street analysts on a tour of various CSX points. The train left Jacksonville, FL on June 22, deadheading to Cumberland, MD behind AC4400CW 61 and F40PH's 9992 and 9993.

On June 25, the special train, with passengers aboard, operated from Cumberland to Beaver Falls, PA and return to observe a tie gang at work. A lengthy stop was made at Pittsburgh's Station Square (ex-P&LE station) during the day.

The train then departed Cumberland early on the morning of June 26, deadheading to Philadelphia via Brunswick and Halethorpe, MD. Following a passenger pickup at East Side here in Philadelphia, the train operated a round-trip to South Kearny, NJ and return.

Consist of the special, which included some private cars as well as office cars borrowed from Norfolk Southern, was: CSXT 994318, NS 26, CSXT 994012, 994319, 994010, Western Maryland Scenic 855, 205, CSXT 994317, 994300, 994308, 994307, 994350, 994363, NS 11, 12, 9, 21, 20, 3, CSXT 994310, private cars Colorado River and Pacific Sunset, North Carolina DOT 400402, 400401, CSXT 994008, 994011 and 994352.

**STAR SPANGLED RAILS**  
Joint NRHS-R&LHS Convention  
Baltimore, Maryland - July 1-6, 2003

## Philadelphia Chapter has Website

As of June, 2002, Philadelphia Chapter has joined other NRHS chapters with its own website.

After a couple of unsuccessful efforts to get the site off the ground due to time commitments, Chapter Member John Almeida came forward and offered to set up the website. Membership Chair Sheila Dorr volunteered at the Chapter's board meeting in May to contact John, which was done.

The site, which may be found at [www.trainweb.org/phillynrhs/](http://www.trainweb.org/phillynrhs/), at present contains only pertinent information regarding the Chapter, its meeting location and dues structure, and officers.

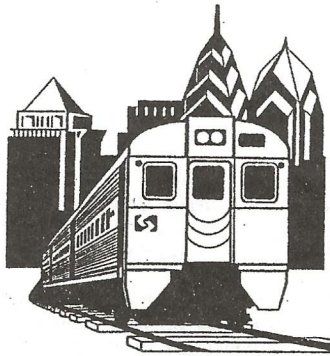
Chapter officers will be working with John, who resides in Lansdale, over the next few months to place additional information on the website, which will join many other NRHS chapters in providing information via this medium. The staff thanks John for his time and efforts to get this up and running.



# PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.



## SEPTA REGIONAL RAIL

In mid-June SEPTA finally issued a request for proposals seeking 104 Silverliner V MU cars for its Regional Rail fleet. The estimated cost of the new cars is \$300 million. They are intended to replace the 73 Budd and St. Louis-built Silverliners, all of which date from the 1960's, plus expanding the total commuter rail fleet by about 30 cars to allow for continued ridership growth. The 231-car fleet of General Electric Silverliner IV's will continue in service, in addition to the 45 locomotive-hauled Bombardier coaches. Also to be included is an option for 60 more Silverliner V's if the proposed Schuylkill Valley Metro becomes a reality.

SEPTA hopes to award a contract for the new MU's by March of next year, with delivery of the first car in 2005 and completion of the order in 2006. They will be equipped with AC traction motors, reinforced cab ends, a sophisticated audio-visual communications system, quicker acceleration/braking and more effective wheel-slip control. As previously reported, the cars will have two sets of quarter-point doors on the side rather than vestibule doors, with two-and-two seating between the doors and three-and-two seating at the ends. This combination of seating will accommodate 110 passengers (not including the two wheelchair spaces), versus 98 in an all-two-and-two configuration and 117 in three-and-two. The much-debated question of seat widths has been resolved, with the two-and-two seats to be 20 inches wide and the three-and-two's about 19.

Another phase of SEPTA's three-year, \$50-million upgrading of Suburban Station was scheduled to be completed about the first of August. At that time, the temporary barricades are to be removed at 15<sup>th</sup> & Market Streets, revealing the new entrance to the concourse level, with open-air steps and glass-enclosed escalators. New restrooms at the 17<sup>th</sup> Street end of the station already are in service, and water chillers and platform ventilation fans have been installed. Future phases will see a new headhouse on 16<sup>th</sup> Street north of Market, restoration of the historical elements of the station, a renovated and air-conditioned concourse and a new corridor to 18<sup>th</sup> & JFK Blvd. The project was delayed about six months while plans were developed for the connection between the station and the 52-story One Pennsylvania Plaza office building, which Liberty Property Trust plans to construct at 17<sup>th</sup> & JFK.

SEPTA continues to transfer control of its Railroad Division interlockings from towers in the field to the new Railroad Operations Control Center (RROC) at 1234 Market Street headquarters. On June 22 the functions of "Wind" tower at Wayne Junction were transferred to the Section 2 dispatcher, following the earlier closure of "A" tower (see June *Cinders*). Three more locations, "Wayne," "Broad" and "Mark," remain to be closed. After that, the one remaining task will be to move the power dispatching facility from Wayne Junction to the new control center.....Construction will soon begin on a new Melrose Park station, replacing the temporary facility which was opened a number of years ago after a fire damaged the former Reading station building. A structure similar to that recently opened on the R3 line at Somerton will be erected, along with high-level platforms to speed the boarding and departing of passengers .....SEPTA plans to install high-level platforms at several other stations, including Jenkintown, Glenside, Elkins Park and Wayne Junction (inbound side).....Work continues on the new R3 Woodbourne station north of Langhorne.

The old Belber Building, that abandoned eyesore which sits just north of SEPTA's Mainline at 22<sup>nd</sup> & Arch Streets, is to be reborn as an upscale apartment building if the \$41-million plan by a New York developer comes to fruition. Now an empty shell, the 12-story reinforced concrete structure is visible to Regional Rail commuters just before their trains enter the tunnel into Suburban Station. Built in 1914, the building has stood vacant since the *Daily News* moved out in 1964.....SEPTA issued a revised R2 Marcus Hook-Wilmington-Newark timetable effective June 30. The folder includes trains 9231 and 9236 which were omitted from the May 26 edition, and shows trains 0265 and 9260 as cut back from Newark to Wilmington.....SEPTA also has been forced to revise its weekend R7 service to and from Trenton to reflect altered connections with NJ TRANSIT's New York service. NJT, in turn, has modified its schedules effective August 3 because one of AMTRAK's two North (Hudson) River tunnels will be closed on weekends for safety-related construction. R8 Fox Chase trains are affected on Sundays, because they run through to and from Trenton.

"Regional Rail lines slowing down with age" was the headline on an article in the May 30 edition of the *Daily News*. The article pointed out that scheduled travel times from many suburban locations to center city are longer now than they were under Reading and Pennsylvania Railroad managements in the 1940's. In some cases, such as on the R2 Marcus Hook, the R6 Norristown, the R7 Chestnut Hill East and the R8 Chestnut Hill West, today's elapsed times are two to four minutes longer than they were 60 years ago, in spite of the fact that there are fewer stops today than there were then. SEPTA attributes the slowdown partly to Amtrak dispatching and partly to its larger cars, which take more time to load and unload. But Transportation Professor Vukan Vuchic at the University of Pennsylvania says that a major factor is "crew hustle," or lack of it. "They take their time," says Vuchic. (Continued on Page 3)



## PHILADELPHIA EXPRESS

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SEPTA currently pays AMTRAK \$27 million each year for trackage rights, electrical power and station rentals. Amtrak's precarious financial condition obviously is of concern to SEPTA and other transit agencies which depend on it for track access and in some cases actual operation. SEPTA now leases a total of 47 stations from Amtrak along the Northeast Corridor and Harrisburg mainline.....R5 Paoli-Thorndale passengers experienced substantial delays on the afternoon of June 17 because of switch failures at "Bryn Mawr" interlocking.....Last month SEPTA placed a help-wanted ad in the *Inquirer* seeking candidates for its police force. The only jarring note was the photo at the top of the ad, picturing AMTRAK Superliners!



## SEPTA TRANSIT

The SEPTA board in June approved the proposed \$855.4 million operating budget for Fiscal Year 2003, which began July 1, an increase from the \$822 million budget for FY 2002. The forecast for FY2003 includes \$421.5 million in operating revenues and \$433.9 million in Federal, State and local subsidies. Also approved was the FY 2003 capital budget of \$465.5 million, a reduction from the \$496.3 million in FY 2002. SEPTA is looking for \$320 million in State funding for FY 2003, although the Legislature is not expected to take up the appropriation measure until September.....SEPTA's passenger revenues for Fiscal Year 2002 ending June 30 were 3.2 percent below budget projections, but so were operating expenses. For the entire year, daily "linked" ridership of 707,000 was one percent below budget and two percent below a year ago. Nevertheless, SEPTA projects a surplus after subsidies for FY 2002 of about \$500,000.

Congress has not yet begun debating the reauthorization of TEA-21, the Transportation Equity Act for the 21<sup>st</sup> Century, which expires next year. The American Public Transportation Association will press for an annual increase of 12 percent over current funding, which totals \$6.7 billion for transit projects in FY 2002 .....Data from the 2000 U.S. Census is expected to adversely affect regions such as southeastern Pennsylvania, which have not experienced the explosive population growth of some areas in the South and West. As a result, capital funding for this region is expected to take at least a \$5-million hit in FY 2003..... New Census figures for 2000 show that Philadelphia-area commuters prefer driving their cars alone more than they did ten years ago, the *Daily News* reported. In Philadelphia only, 49 percent of commuters drive alone, versus 25 percent who take public transportation and 13 percent who carpool. In 1990 the figures were 45 percent, 29 percent and 13 percent, respectively. For the nine-county region, the drive-alone percentage was substantially higher.

Last month, the SEPTA board honored two teenage girls from Frankford for their heroism in rescuing a 50-year-old woman who had fallen onto the track at the Allegheny elevated station on the night of June 10. The woman, who apparently had fainted, was lying on the eastbound track as a Frankford-bound train approached. Both girls leaped off the platform and pulled the woman to safety before she could be struck by the train. She was

taken to the hospital and later recovered, full of gratitude for her Good Samaritans .....Reconstruction work is underway at the Berks, Church and Huntingdon stations of the Frankford el, which together with the Frankford Transportation Center project marks the final phase of SEPTA's plan to replace all 11 stations on the six-mile-long el. Original works of art will be displayed at these stations as part of SEPTA's Art-in-Transit program, which will extend to 17 locations around the system. The Route 15 passenger shelters at the Philadelphia Zoo stop have already received a colorful glass exhibit, part of the Girard Avenue Light Rail project set to open in 2004. Refurbished PCC's then will replace buses on this crosstown line .....Trackless trolleys are scheduled to return to Routes 59, 66 and 75 late next year, when major street work at the new Frankford Transportation Center should be completed (see June *Cinders*).

SEPTA has developed a system security plan, based on the work of an internal Security Task Force following the terrorist attacks of last September. The plan, which is designed to increase the safety of passengers and employees alike, is estimated to cost about \$138 million to implement. This would envision the expansion of SEPTA's existing 245-person police force and numerous security improvements at major stations and elsewhere. A prototype "smart station" project is planned at the Cecil B. Moore station on the Broad Street subway, to include alarms, fire detection and suppression devices and monitors wired to the control center at SEPTA headquarters. On October 6 a drill will be held at the Chinatown station on the Broad-Ridge spur to evaluate responses to a mock Sarin gas attack.

SEPTA Chairman Pasquale Deon, Sr. has resigned from the board of the Pennsylvania Convention Center Authority, the *Daily News* reported, due to his recent appointment as a member of the Pennsylvania Turnpike Commission. A newly-publicized provision of the 1986 law which created the Convention Center Authority prohibits any "party officer, public official or public employee" from serving as a board member or executive of the center.....The KYW Newsradio "Big Blue Bus" is giving free rides every Tuesday on different SEPTA routes (see June *Cinders*). The promotion, which began in June, is to continue through mid-2003. One radio ad for the service asked "What is big, blue and has four wheels? The KYW bus!" Actually, the bus has six wheels.....On the morning of June 21 a Route 1 bus rear-ended a Route 14 bus on Roosevelt Blvd. at Harbison Avenue in the Northeast, injuring at least 44 passengers.....Union roofers picketed the Allegheny bus depot on July 3, protesting SEPTA's hiring of a non-union contractor to reroof the garage. Morning service was halted on seven routes until a Common Pleas Court judge issued a preliminary injunction barring the pickets from interfering with bus operations.

SEPTA has issued a four-color brochure updating construction on the Market Street elevated replacement project, now dubbed "The el--SEPTA @ work." Weekend el shutdowns will continue throughout the summer (except for Labor Day weekend), with bus substitution between 30<sup>th</sup> and 69<sup>th</sup> Streets. There will be traffic detours along Market Street west of 46<sup>th</sup> Street, as work proceeds on building foundations for the new single-beam el supports.....Work also continues on the \$68-million project to rebuild the 69<sup>th</sup> Street yard and shops. A new carwash building has been erected but the major construction will take another year to complete.....Effective June 10 Sunday service on trolley Routes 101 Media and 102 Sharon Hill has been increased from hourly to half-hourly.....Even after

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## PHILADELPHIA EXPRESS

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years of welded rail installation on Route 100, the Norristown High Speed Line, considerable jointed rail still remains on the outbound track from West Overbrook to Bryn Mawr, and some on the inbound track as well.



# AMTRAK

Since publication of the June issue of *Cinders*, there has been so much news concerning AMTRAK's struggle to survive that it would take many pages to properly report all of the activity. David L. Gunn, the "non-politician" who took over as president in May, already has made a huge impact on the railroad's relations with Congress and on his own organization. He has become one of the most quotable officials in Washington, with such tart remarks as, "Acela—First of all, why is it called this? Amtrak had a recognized brand—Metroliner. Everyone knows what 'Acela' is. It's the room below the first floor." Then, reversing one of the previous management's marketing ploys, he told employees that "guests" once again may be called "passengers." In another example of the candor for which he has become famous, Gunn said in one of his many internal memos that he "did not have time to hire consultants to tell us what to do, so we are doing this on our own." He later told a Senate committee that he has "never been a fan of using consultants. My approach has been to build a strong management team that can solve and work through its own problems."

In June, Gunn announced that AMTRAK was running out of money to operate its trains, and unless it received a cash infusion of \$205 million he would be forced to shut down the railroad in early July. Said Gunn, "I'm hopeful that wisdom will prevail." This threat, which he said was not an idle one, caught the attention of Congressional leaders as well as Transportation Secretary Norman Mineta, who said that he was "confident" that a shutdown could be averted. After much scurrying around, an agreement was reached on June 28 through which the Federal Railroad Administration would loan Amtrak \$100 million for its immediate cash needs, and Congress would be asked to provide an additional \$170 million in direct appropriations or loan guarantees to carry the railroad through the end of the fiscal year on September 30. The terms of the loan, which is secured by various properties including the Harrisburg mainline, also require Amtrak to identify savings of up to \$100 million, to freeze senior managers' salaries and to disclose more financial information (which Gunn had already decided to do).

In late July, Congress approved a \$205-million, "no-strings-attached" grant to AMTRAK, as part of its \$28.9-billion defense-related bill which President Bush said he would sign. These funds will allow the railroad to keep running through the end of September. The following week, the Senate Appropriations Committee approved a bill to give Amtrak the \$1.2 billion which it has requested for Fiscal Year 2003 beginning this October 1. It is part of a \$64.6-billion transportation spending bill that probably will not be considered by the full Senate until next month. Meanwhile, the Bush Administration has offered no more than the \$521 million contained in its FY 2003 budget document, and would support the higher amount only if numerous reforms in Amtrak operations are made.

Just days before Gunn made his shutdown threat in June, Secretary Mineta revealed the Administration's long-awaited plan for the future of intercity rail passenger service. The proposal, which would replace AMTRAK as owner of the Northeast Corridor, eliminate Federal operating subsidies, introduce rail competition and place more responsibility on the states for financing passenger operations, was greeted with skepticism—even hostility—on Capitol Hill and among rail advocates. The plan appears to follow what the Amtrak Reform Council had recommended last February, raising the hackles of Senate Commerce Committee Chairman Ernest F. Hollings of South Carolina, who warned the Administration that he would fight any attempt to link these major reforms to Amtrak's funding level for FY 2003.

In one of his first memos to employees, David Gunn pledged his commitment to a national system, and said that he "will not participate in the dismemberment of our company." He admitted that AMTRAK will never be self-sufficient, "but we must increase our cost recovery." His first priority, he said, is "to restoring the existing system to a state of good repair," and to help in that effort he will "create a lean, competent management." Gunn also has declared that he strongly believes in a "traditional railroad structure," disavowing what he called "some well-intended but unsuccessful organizational experiments." As a first step, soon after he took over as president, he moved to eliminate the Northeast Corridor, Intercity and Amtrak West strategic business units, consolidating many of their management functions in Washington. Henceforth, the Operating Department will be divided into East and West Regions, with a total of seven divisions (one of them based in Philadelphia).

Gunn also is revamping AMTRAK's bureaucracy in another way—cutting jobs and job titles—and establishing clear lines of authority. Citing what he calls "title inflation," he is slashing the number of vice presidential positions from 84 down to 20. The new structure will be headed by a chief operating officer, the veteran E.S. Bagley, Jr. Reporting to him will be the new chief mechanical officer, Jonathan Klein, a former consultant who served as CMO at SEPTA during Gunn's tenure as general manager in the early 1980's. Other direct reports will be a chief engineer responsible for maintenance and capital projects involving the fixed plant, and a chief of police responsible for safety and security. There also will be two assistant chief mechanical officers reporting to Klein, one for cars and one for locomotives. "In the future," said Gunn, "the title 'vice president' will be used sparingly and with fewer adjectives such as executive, senior, corporate, regional, etc." In mid-July, it was announced that Chief Financial Officer Arlene Friner would be leaving the company, after reportedly incurring Gunn's disapproval. Earlier, James Weinstein resigned as senior vice president for the Northeast Corridor, having served in the job for only a few months.

Last month, Gunn gave another of his candid interviews in which he criticized earlier actions by AMTRAK management as it tried to meet the government's mandate for operating self-sufficiency. He told the *Washington Times* that "(i)n order to survive Amtrak did some very unwise things," adding that some of these actions—like deferring routine maintenance and mortgaging property—caused the railroad's infrastructure to worsen and its debt to rise. Later the same week, he informed a Senate committee that Amtrak's total loss for Fiscal Year 2002 is likely to approach \$1 billion, about the same as in the previous year. Fortunately, Gunn seems to enjoy much greater credibility

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# PHILADELPHIA EXPRESS

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with Congress than did his predecessor who, in the face of general disbelief, continued to talk with confidence about Amtrak's "glide path" to self-sufficiency.....In spite of the uncertainty about AMTRAK's future, the railroad reported that its ticket revenues for the first half of July actually rose four percent over the same period last year, to \$61.2 million. Some of the increase can be attributed to higher fares, but an Amtrak spokesman said that its appeals to continue traveling and "the public's refusal to believe that the U.S. government would permit its rail system to cease operations" were also major factors.

Contrary to what we reported in the June issue of *Cinders*, AMTRAK and PennDOT have not yet signed their agreement to spend \$140 million on rebuilding the Philadelphia-Harrisburg mainline. The *Daily News* now quotes PennDOT Deputy Secretary Rick Peltz as saying that the contract is close to being signed. Apparently, part of the delay was due to Amtrak's precarious financial position, with the railroad obligated to come up with half of the total funding and the State the rest .....Construction is expected to start this summer on the \$10.5-million rail station at Harrisburg International Airport along the AMTRAK mainline west of Middletown. Opening date is targeted for 2004.....AMTRAK recently removed an ancient cast-iron bridge over its Harrisburg line at Ronks, PA. Built before the Civil War to a design by Pennsylvania Railroad Chief Engineer Herman Haupt, the bridge has been donated to the Railroad Museum of Pennsylvania.....U.S. DOT has awarded AMTRAK \$77 million to fund structural and safety improvements in its East and North River tunnels to Manhattan. The 1910-era tunnels carry up to 300,000 passengers each weekday and, as noted above, the work has already begun (Amtrak news reported by *Trains*, *Railway Age*, *NARP*, *Inquirer*, *Daily News*, *Weekly Rail Recap*, Amtrak, Harrisburg Chapter NRHS and other sources).

NS will reimburse the State over a 20-year period through the payment of tolls levied on each car passing over the 725-foot bridge. Built by the Pennsylvania Railroad in 1888 to carry its Shellpot branch around the center of Wilmington, the swing bridge was taken out of service by CONRAIL in 1994. When the repairs are completed next year, it will allow NS to serve the Port of Wilmington and other shippers at any time of day, rather than having to run over AMTRAK's mainline through downtown .....NS has painted SD40-2 #3329 in a blue-and-white paint scheme to honor the Maersk shipping line, one of NS's largest intermodal customers. It was expected to be used on a coast-to-coast container train sometime last month (*Trains*)..... NS has received an order from Electro-Motive to modify 46 LONG ISLAND RAIL ROAD locomotives at its Juniata shop in Altoona .....NS has gained trackage rights over the READING, BLUE MOUNTAIN & NORTHERN's ex-CONRAIL, ex-Lehigh Valley mainline between Lehigh and Dupont, PA, near Wilkes-Barre. NS plans to reroute its trains 40T and 41T between Buffalo and Allentown via Binghamton, NY and Lehigh, in order to avoid using the ex-PRR Buffalo Line to Harrisburg with its steep grades up to Keating Summit, near Emporium, PA..... Richard F. Timmins, NS regional VP for Pennsylvania and New York, has been named the new president of the American Short Line & Regional Railroad Association effective next month. He replaces the retiring Frank Turner (*Trains*).

On June 26 CSX operated an amazing 27-car passenger special through Philadelphia, reportedly as a tour for a large group of Wall Street financial analysts. The train, powered by AC4400 #61 and leased F40PH's 9992 and 9993, passed through the City about 9 AM enroute from Cumberland, MD to Kearny, NJ, and returned deadhead around 5 PM. Included in the consist were 14 CSX office cars, seven NS cars, two North Carolina DOT coaches, two WESTERN MARYLAND SCENIC cars and private varnish Colorado River and Pacific Sunset. Northbound, the train was photographed by several Chapter members at West Trenton station at 10:15 AM.....In June, the Surface Transportation Board notified CSX and NS that they no longer would be required to provide weekly and monthly service monitoring reports, as originally set out in STB's decision approving the joint takeover of CONRAIL in 1999. Citing their dramatically improved operations, the two railroads had asked to be relieved of the reporting duty (*Trains*).....The Brotherhood of Locomotive Engineers has reached agreement with CSX, NS and other major carriers over how to proceed with arbitration hearings on the question of operating remote-control locomotives. The railroads had earlier signed an agreement with the United Transportation Union giving UTU the rights to remote-control operations.

CSX has named Michael Ward, 51, as president of CSX Corp., making him the heir-apparent to Chairman and CEO John Snow. A 25-year veteran of CSX and predecessors, Ward has been serving as president of CSX Transportation.....CSX has hired the well-known automotive survey firm of J.D. Power & Associates to contact its shippers and create a "customer satisfaction index" (*Trains*).....The City of Philadelphia has settled a lawsuit related to its \$14-million plan to construct a Schuylkill River Park along the east bank of the river between the Art Museum and Locust Street. The park would parallel CSX's Philadelphia Subdivision tracks, raising objections from the railroad which wants overhead footbridges installed rather than at-grade pedestrian crossings. City officials hope to begin construction this summer to convert the trash-strewn strip of land into a pleasant oasis on the western edge of center city.....The new general manager of CSX's Baltimore Division is Cindy



CSX  
NS  
OTHER ROADS

Both CSX and NORFOLK SOUTHERN have reported sharply increased earnings for the second quarter of 2002. CSX's net income rose to \$135 million, up 24 percent from the \$108 million in the year-ago period, due to some increased business, higher rates and greater efficiencies (its operating ratio dropped from 86.8 to 84 percent). Total revenues were flat: \$2.07 billion versus \$2.06 billion. NS, meanwhile, reported net income of \$119 million in this year's second quarter as compared with \$107 million a year ago, on operating revenues of \$1.6 billion in both periods. NS's operating ratio improved from 82.3 to 79.8 percent.....NS has added direct intermodal train service between its Morrisville and Rutherford, PA terminals and Dallas, TX, and from Morrisville and Rutherford to New Orleans, LA. New intermodal trains are also running from Memphis, TN and New Orleans to Morrisville.

NS and the State of Delaware have signed a unique agreement by which the State will provide \$13 million to repair a long-idle bridge over the Christina River in Wilmington. In return,

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## PHILADELPHIA EXPRESS

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Sanborn, daughter of former CSX President and CONRAIL CEO Richard Sanborn.....Two men walking on the CSX tracks south of Langhorne station in Bucks County on June 16 were struck and killed by southbound CSX train K277. The Pennel residents were walking on the single freight track and not on the two parallel tracks used by SEPTA R3 trains. The engineer blew his horn repeatedly but the men did not step off the track. Later analysis revealed that both were legally drunk.....Earlier, on May 25, a 26-year-old man threw himself in front of CSX train Q173 near Cheltenham station, apparently after stabbing his girlfriend to death in their nearby apartment.

NJ TRANSIT's board last month approved a \$1.22-billion operating budget and a \$1.19 billion capital budget for Fiscal Year 2003.....(Weekly Rail Recap).....NJT also has had its problems with trespassers this season. On June 8 a 20-year-old man was seriously injured when he was struck by train #4626 from Atlantic City in the Port Richmond section of Philadelphia. Police said it was an attempted suicide. Three days later, a 14-year-old boy was struck by an Atlantic City train on the same section of track, after he jumped off a freight train traveling on the adjacent CONRAIL track leading to the Delair bridge.....Union Switch & Signal now has contracts with NJT worth \$42.3 million for installation of a Positive Train Stop system. NJT is merging its PTS with automatic train control to create ASES, the Advanced Speed Enforcement System required by AMTRAK on the Northeast Corridor (*Railway Age*).

The Altoona Railroaders Memorial Museum is in big financial trouble, and could be forced to close unless a locally-sponsored rescue plan is successful. The museum is heavily in debt and has cut back from 25 to nine employees. It drew only 45,000 visitors last year, well short of the expected 80,000 (*Weekly Rail Recap*).....On July 30 Chester County officials presented the WEST CHESTER RAILROAD with a check for \$15,000. The money comes from the county's two-year-old hotel occupancy tax, which has raised \$1 million to be used for tourism promotion.....State environmental officials in June shut down and fined the Red Caboose Motel near Strasburg, charging that its owner ignored orders to correct unsafe conditions in the motel's drinking water. Paradise Township also is suing the owner over untreated sewage which surfaced at the site (Harrisburg Chapter) .....Well-known Rail Artist Ted Rose died last month at his home in Santa Fe, NM. The 61-year-old artist had exhibited his works during past "Pennsy Days" at the Railroad Museum of Pennsylvania in Strasburg (*Trains*).....STRASBURG RAIL ROAD is repairing and repainting its first locomotive, tiny Plymouth #1. In addition, ex-Reading business car #10, for many years on static display at East Strasburg as the *Paradise*, has been repainted dark green and lettered "Philadelphia & Reading" (Harrisburg Chapter).....NEW HOPE & IVYLAND has received an \$87,000 rail-freight assistance grant from PennDOT, to be used for replacing ties and bridge timbers.

Editor Larry Eastwood has mounted a display of historical photos and brochures inside SEPTA's R3 Bethayres station. The building is open 5:30 AM-1:30 PM Monday through Friday.....Officials in New Jersey and Pennsylvania are still hoping to resume passenger service by 2006 between New York, Stroudsburg and Scranton. Much funding is still needed to progress the \$200-million project, which would include relaying

27 miles of track over the abandoned Lackawanna Cutoff in northern New Jersey (*Railpace*).....Eight passenger cars from the defunct Northern Central operation at New Freedom, PA are now stored on former Landisville Railroad track near Landisville, PA. Four are ex LONG ISLAND cars (Harrisburg Chapter).....MORRISTOWN & ERIE RAILWAY, Morristown, NJ, has purchased all six of AMTRAK's retired ex-New Haven FL9 locomotives. A pair of them may be used on excursions this fall.....Delaware Valley Association of Rail Passengers announced it would open an office at 1601 Walnut Street, Philadelphia on August 1 (DVARP).

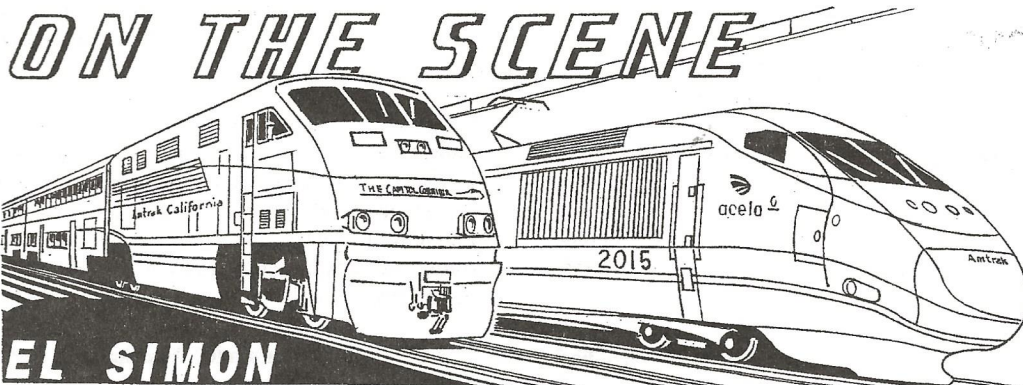
The Budd Company, one of the last great icons of Philadelphia's industrial past, will close its Hunting Park plant in the near future. The company, now based in Michigan, was founded by Edward G. Budd in 1912, and soon became a powerhouse in auto parts manufacturing with all of the major automakers as its customers. In the 1930's Budd expanded into the railcar business, pioneering the use of stainless steel with the Burlington *Zephyrs* and building thousands of cars over the next 50 years. AMTRAK was a substantial latter-day customer, as Budd built all of its Amfleet equipment. (After being taken over by a German company, Thyssen, Budd got out of the railcar business in the 1980's, spinning off the huge Red Lion plant in Northeast Philadelphia.) Though The Hunting Park plant once employed more than 6,000 workers, current employment is down to 600 as competition and excess capacity have taken their toll. Always an important shipper for the railroads, Budd plans to consolidate its manufacturing operations in Michigan, where it will be "closer to its customers." But NORFOLK SOUTHERN in particular will feel the loss of the Philadelphia business, as those huge 89-foot auto parts cars no longer will be seen on the sidings at the Hunting Park plant.

The National Transportation Safety Board reports that rail-related fatalities increased from 770 in 2000 to 795 last year. NTSB said that 96 percent of these deaths involved either trespassers or vehicle occupants at highway grade crossings (*Weekly Rail Recap*) .....The Surface Transportation Board has issued its annual review of revenue adequacy for major U.S. railroads. STB reports that the cost of capital in 2001 was 10.2 percent, and that by this criterion no Class 1 railroad last year had revenue levels sufficient to cover that cost (*Weekly Rail Recap*).....The Railroad Retirement Board, in its annual report to Congress, said that the fund it manages will be adequate to pay all benefits to retired railroad employees for at least 19 more years, barring a "sudden, unanticipated large decrease in railroad employment or substantial investment losses." The retirement fund depends on contributions deducted from the pay of active railroad workers, as well as investment income .....John Magaw resigned as head of the new Transportation Security Administration, after less than six months on the job. A former chief of the U.S. Secret Service, Magaw has been replaced at TSA by retired U.S. Coast Guard Commandant James Loy.

The Brotherhood of Locomotive Engineers has taken the first steps toward a merger with the giant Teamsters Union, after last year refusing to join with the rival United Transportation Union. The smaller BLE evidently believes that merging with the Teamsters will strengthen its hand in representation elections that the UTU has vowed to pursue on individual railroads (*Trains*) ..... "Bring Back the Streetcars! A Conservative Vision of Tomorrow's Urban Transportation" is the name of a new

(Continued on Page 10)





The first weeks of the David Gunn era at Amtrak have proven to be anything but dull, as developments are occurring at a dizzying pace. While Gunn's greatest contributions may remain in the distance, suffice it to say that he has stabilized Amtrak's short-term future. He has introduced candor to Amtrak's highest levels, laid the groundwork for a new support staff and introduced an organization along more traditional railroad lines. Not a bad start!

It is common practice for a new CEO to bring on board seasoned executives with whom he feels confident and comfortable, even perhaps having previously worked with. Thus, men like Gil Mallory have been moved from Amtrak West to Washington, Jonathan Klein has been brought in from consulting (he was once with SEPTA) and it is expected there will be more such moves to come. Gunn has also reminded Amtrak employees that reductions in staffing levels, coupled with more efficient work practices, will be forthcoming and necessary for survival.

At press time, it was anticipated that Amtrak will receive \$205 million from the emergency supplemental bill (but not yet signed by President Bush). This funding will assure Amtrak's continued operation into Fiscal Year 2003, beginning October 1. There is an appropriation request for \$1.2 billion for FY 2003, which has not yet passed.

Ever since the **Auto Train** derailment in Florida on April 18, Amtrak's equipment situation has been so critical that it was common knowledge that another accident could potentially wreck havoc on schedules. At that time, the **Cardinal** was temporarily converted to a single-level train until the May 14 derailment of the **Silver Meteor** following a collision with a truck near Coosawhatchie, SC. The **Cardinal** went back to high-level equipment following that accident, although, at Gunn's direction, the equipment from #97's accident was quickly restored to service.

Then, on Monday, July 29, while Gunn and his staff were discussing stepping up repairs to long out-of-service wreck-damaged Superliners, Amtrak Train #30, the **Capitol Limited**, derailed at Kensington, MD, only a short distance from its Washington Union Station destination. Cause was suspected to be a sun kink caused by extreme temperatures which have plagued the East Coast this summer. Strapped for equipment, Amtrak annulled the westbound **Cardinal** on Wednesday, July 31, moving its equipment to cover the westbound **Capitol**. The move was expected to be a one-time annulment until Superliner equipment could be repositioned at Chicago, but the event certainly brought to reality Amtrak's perilous equipment situation.

Northeast Corridor schedules are to change effective August 3, tailored to allow use of only one tunnel between Penn Station and "Bergen" on weekends. The plan has been required to

allow for installation of mandated (and recently funded) safety enhancements. A similar program was followed years ago to allow for the installation of continuous welded rail over this same segment. Basically, two one-directional time periods of 25 minutes each are separated by five minutes each to allow the last train in that period to reach the end of the single-track section before permitting the lineup to move in the opposite direction.

As this is written, Amtrak is still performing acceptance testing on the 19<sup>th</sup> Acela high-speed trainset while the 20<sup>th</sup> set is still being completed at the consortium's shops. Schedules now call for 15 consists weekdays, seven on Saturdays and 12 on Sundays.

Work continues on the star-crossed program to rebuild Turboliner trainsets for Empire Service in New York. Two sets are well along, two others appear to be wrapped in protective covering and two others are being worked on. The seventh set is more or less operating on an Albany-New York weekday round-trip.

It appears that the EMD F40 era on Amtrak ended on June 12, when units 271 and 280 brought Train 294 from Rutland to Albany. There had been seven "active" F40's since late 2001, but the 301 had not operated since last November. All were stored at Rensselaer on or about June 12. The last use of these units in other New England operation appears to have been units 244 and 288 on Train 165 on May 19, while unit 268 made the last **Downeaster** run on Train 686 on May 14.

Some Amtrak F40's are still active, however, with 226, 278 and 316 leased to Boston's MBTA, and 265 and 291 to Connecticut DOT. It's quite possible that any of these units might be noted on Trains 448-449 being shuttled to and from Rensselaer for maintenance (the 316, for example, was noted on Train 448 of July 1 returning from quarterly inspection).

The only Amtrak GE P42's still in the original three-color striping are 29-32 and 99. The first four of these units were overhauled in December 2000 and January 2001 but either were not repainted or emerged in the older scheme. Ironically, this was at the time that a decision was being formulated to repaint older P42's in the "Shamu" version. P42 99 was a sister to the 100, which was repainted after a two-year tour on the U. S. Postal Service "Celebrate the Century Express". Additionally, five West Coast units (112, 115, 118, 119, 120) are still believed to be in the as-delivered scheme.

The last six "Congressional" (or Clocker) coaches in service are 7005, 7602, 7606, 7609, 7617 and 7623. These are again assigned to Philadelphia-New York service once again to

(Continued on Page 8)



## ON THE SCENE (Continued from Page 7)

provide four more cars each weekday, increasing capacity under an agreement with NJ Transit. Sister car 7608 was briefly stored at Beech Grove, but released again and was known to be located at Chicago at presstime.

The two Horizon fleet dinettes assigned to the **Carolinian** were exchanged from Intercity for Amdinettes 48224 and 48241.

Damaged California Surfliner cab car 6902 has been transferred to Beech Grove shop for repairs.

The ExpressTrak reefers noted on certain Amtrak trains started life as Pacific Fruit Express cars but are actually believed to have been Helm Leasing cars at the end.

American Orient Express has two "new" cars this season. These are the 800740-**Denver** (dome) and 800741-**Savannah** (sleeper).

The James E. Strates Shows, America's only rail-borne carnival, was in town recently. Its consist included ten passenger cars, numbered and named as follows: 1-**Anderson, SC**; 2-**Syracuse, NY**; 3-**Gaithersburg, MD**; 4-**Albany, GA**; 5-**Winston-Salem, NC**; 7-**Hamburg, NY** (ex-PRR sleeper-observation); 18 (baggage-power, ex-Rock Island?); 21-**Orlando, FL** (open-platform) and 52-**Raleigh, NC**. Most of these cars have been so heavily modified that it is difficult to identify their previous histories.

NJ Transit has begun receiving its 200 Comet V commuter cars. There will be 79 cab-coaches, 19 trailer coaches with lavatories and 102 non-lavatory coaches.

Across the Hudson River, the Long Island Rail Road will receive an additional 352 M7 electric cars. This is a follow-on order to the 326 cars ordered in 1999. A further order for 86 more LIRR and 300 Metro-North cars is still an available option.

In some transit notes, Washington's WMATA has ordered 62 new 6000-series subway cars from Alstom for 2004-2005 delivery. An option is included for an additional 120 cars.

To facilitate the rebuilding of the massive New York City Transit Authority Stillwell Avenue terminal in Coney Island, most routes serving the facility will be cut back effective September 8. The 2-Brighton will only run to Brighton Beach while the F (Culver Line) will be turned back at Avenue X. Buses will continue on from this point to Coney Island. Only the A Beach line will run through, using whichever platforms are available.

NJ Transit's Camden-Trenton light rail line, now under construction, will include the following stations: Waterfront Center, Aquarium, Rutgers, Rand Transportation Center, 36<sup>th</sup> Street, Route 73 Park-Ride, Palmyra, Riverton, Taylor's Lake, Riverside, Delanco, Beverly, Burlington South Park-Ride, Burlington Towne Center, Florence Park-Ride, Roebling, Bordentown, Cass Street, Hamilton Avenue and Trenton.

The announcement that the Budd Company will be phasing out operations at its Hunting Park plant in Philadelphia brings to a close a glorious era in which Philadelphia was a

producer of quality passenger cars – at this plant (through 1942, and at the now-gone Red Lion plant (post-World War II).

The Red Lion plant was a government project intended to produce a stainless steel transport plane (the Navy RB-1 **Conestoga**). A planned Army version would have been the C-93, I believe. As things developed, expected shortages of aluminum did not materialize and only a small run of the RB-1's soon passed into commercial hands. The plant was a postwar bargain and turned out thousands of rail and transit passenger cars, as well as automobile chassis.

Sixty years ago, America was deeply involved in World War II and Government controls were bringing passenger car construction to a standstill, to await better times. The last prewar Pullman cars were 157 cars built in 1942. Principally of two types, they included 119 six-section, six-roomette, four-bedroom cars and 31 four-compartment, four-bedroom, two-drawing room examples.

For the most part, these cars equipped transcontinental routes such as the **Overland**, **Golden State** and **Santa Fe**. But, the Erie Railroad obtained four of the former group of cars and, in postwar times, a Santa Fe car ran between Washington and San Diego, using the B&O's **Capitol Limited** part of the way. Illinois Central's **Panama Limited** received 12 6-6-4 and two 4-4-2 types but also received two roomette sleepers, two sleeper-lounges and two sleeper-observations (each of which incorporated combinations of bedrooms, compartments and drawing rooms).

The final car of 1942 hinted to things to come. Pullman had earlier built two all-roomette prototype cars named **Roomette I** and **Roomette II**. They ultimately passed to the Nickel Plate Road and were each renamed twice.

The new car was the first to provide duplex roomettes, 24 of them instead of the 18 roomettes on prewar cars. So, this car was launched as **Duplex Roomette I**, and was later renamed **L. S. Hungerford** (after a deceased Pullman official) and later went to Mexico as **Paricutin**. For a time, this car ran on B&O's **Ambassador** opposite another interesting car, the 17-roomette **Roaring Camp**, itself rebuilt from a baggage-club car for service on the semi-streamlined **Forty Niner** (hence its unusual name).

A number of cars intended for the Pennsylvania and the Santa Fe were frozen and never completed, but three cars were transferred to Pullman Company's Calumet shops for completion during the summer of 1943. These **Cascade**-series cars featured unique roof lines that sloped upwards at each end to match the modernized heavyweight cars on the **National Limited**. These cars ran on that train from St. Louis to Washington and were doubtless appreciated by priority passengers.

No further Pullmans were built until the very end of 1946, when Pullman-Standard turned out the first two cars for the new **Empire Builder**. Less than 60 cars would follow in all of 1947, as sleepers received a lower priority.

A number of these early postwar cars incorporated duplex roomettes, as introduced in 1942 (the Santa Fe's 19 **Blue**-series sleepers of 1947 introduced the more compact postwar roomettes). As it happened, only Santa Fe and Canadian National replicated the all-duplex roomette design postwar. In the Northeast, the most familiar example of this accommodation was a group of 11 B&O sleepers built by Budd in 1954 and named for birds (i.e., **Mockingbird**, **Robin**, **Wren**). These cars ultimately went to Amtrak.





**AUGUST 24-25, 2002:** "Blue Mountain Express" diesel-powered excursions from Hagerstown, MD to New Oxford, PA and return using MARC equipment, sponsored by Hagerstown Railroad Museum and Hagerstown Chapter NRHS. Special train leaves Hagerstown 8 AM each day, operating via CSX's former Western Maryland Dutch Line, returning at 6 PM, with four-hour layover in New Oxford. Optional stop at Pen Mar Park on Sunday only. Tickets: \$38 adults, \$35 seniors (65 and over), \$20 children (4-12). Order tickets from: HJTC, P. O. Box 4175, Hagerstown, MD 21741-4175, making checks payable to "HJTC." For information or phone orders, telephone 301-739-4665.

**THROUGH SEPTEMBER 20:** "Traveling the Pennsylvania Railroad: The Photographs of William H. Rau," exhibit of large-format photographs taken by Rau for the PRR during the 1890's, at Library Company of Philadelphia, 1314 Locust Street, Philadelphia. The gallery is open 9 AM to 4:45 PM Monday through Friday. Admission is free. For information, telephone 215-546-3181.

**SEPTEMBER 22:** Special tour aboard SEPTA PCC trolley on Route 23 trackage from Chestnut Hill to historic Germantown and return, sponsored by Walk Philadelphia, the Chestnut Hill Community Association and Philadelphia's Historic Northwest Coalition. Participants will meet at Chestnut Hill trolley loop at 1 PM, for a walking tour of Chestnut Hill. After a trolley ride down Germantown Avenue, another walking tour will be conducted in Germantown, including the Ebenezer Maxwell mansion and the Wyck Museum gardens. This event is in its fifth year, but September 22 is the only time it will be offered in 2002. Fee: \$22 per person. Advance reservations should be made by telephoning 215-848-9141.

**SEPTEMBER 28:** 14<sup>th</sup> annual Delaware Transportation Festival at Amtrak station, Front & French Streets, Wilmington, DE, 10 AM-5 PM, sponsored by DelDOT and Amtrak. Among the attractions are equipment displays (possibly including NRHS-owned ex-Reading FP7 locomotives), public service and sales tables, rides on a SEPTA train and food. The duPont Riverfest along the Christina River waterfront will be in progress at the same time. Philadelphia Chapter is expected to be represented with an information and sales table. For information, telephone 302-760-2080.

**SEPTEMBER 29:** Rail Festival at historic Hoboken Terminal, Hoboken, NJ, 11 AM-6 PM, sponsored by NJ Transit. Equipment displays, railroadiana and children's activities will be featured. This year it will be held on Sunday, in conjunction with the Hoboken Arts & Entertainment Festival. Admission is free.

**SEPTEMBER 29:** Annual Railroadiana & Model Railway Show & Sale at Dieruff Senior High School, Irving & Washington Streets, Allentown, PA, sponsored by Lehigh Valley Chapter NRHS. Hours: 10 AM-4 PM. Admission: \$3 per person, \$5 families. For information, telephone Paul Kuehner at 610-261-0133.

**OCTOBER 19:** Fall foliage excursion from Baltimore to Frederick, MD and return via CSX, sponsored by B&O Railroad Museum. Diesel-powered MARC trainset will be used. For information, telephone 410-752-2490 (website: [www.borail.org](http://www.borail.org)).

## HUGH R. GIBB

June 3, 2002

Hugh R. Gibb, pioneer member of Philadelphia Chapter and the Society, passed away on June 3, 2002 in St. Petersburg, FL, following a short illness. Joining Philadelphia Chapter in 1936, Hugh was 83 years of age.

Gibb was a faithful servant to NRHS, serving as national secretary in 1938-39 and again in 1941-42. He was also treasurer from 1947 to 1957, served as emergency NRHS **Bulletin** editor in 1943 at the height of World War II and was Society historian from 1965 until his death. Among his lasting accomplishments was a compilation of a **Bulletin** index in 1972, which was updated in 1986.

Originally a resident of Philadelphia, Hugh graduated from Simon Gratz High School, then the Pierce School of Business, received a B. S. from Cornell University followed by his Master's from the University of Delaware. Among his career highlights was employment by the Pennsylvania Railroad, retiring as agent at Newark, DE.

He also was one of the incorporators of the Wilmington & Western Railway Corp. (WWRC) in 1985, and served as the tourist railroad's agent at Greenbank, DE until his relocation to Florida. At the time of his retirement to Florida, he also became affiliated with Tampa Bay Chapter, NRHS, all the while maintaining his Philadelphia Chapter membership.

Hugh was predeceased by his wife, Grace, in 2000, who was known to senior Chapter and Society members, often attending NRHS functions. He is survived by two daughters, Mrs. David Cohen, of Ponti Prid, Wales, U.K., and Miss Victoria Gibb of Baltimore. A memorial service was conducted in St. Petersburg on June 10, 2002.

A quiet, reserved gentleman, Hugh had a fantastic knowledge of the history of NRHS as well as the railroad industry itself. This faithful servant of the rail history movement will be greatly missed by all.

## PHILADELPHIA CHAPTER MEETING

Friday, September 20, 2002

**NOVEMBER 2:** Night photo excursion on SEPTA's West Philadelphia trolley lines, sponsored by Wilmington Chapter NRHS. Special PCC car will leave Elmwood depot, Elmwood & Island Avenues, at 5 PM. Fare: \$35 per person. Order tickets from: Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860, enclosing stamped, self-addressed envelope. For information, telephone 973-383-3355 (9 AM-5 PM).

**THROUGH NOVEMBER 10:** "Down by the Depot: Portraits of Victorian Railroad Stations in Pennsylvania," display of original watercolors by Ranulph Bye at Railroad Museum of Pennsylvania, Strasburg. Regular admission charges apply. For information, telephone 717-687-8628 (website: [www.rrmuseumpa.org](http://www.rrmuseumpa.org)).



# PHILADELPHIA EXPRESS

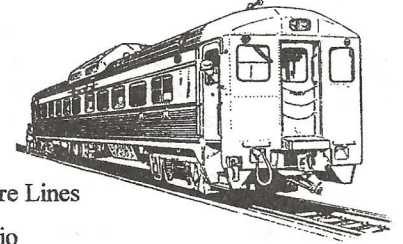
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report written by Paul M Weyrich and William S. Lind of the Free Congress Foundation. Parting ways with conservatives who oppose government funding for public transportation, Weyrich and

Lind explain the unique role that light rail lines can and do play in reviving urban centers. Projects in Dallas and Portland, OR are among those examined in detail in the 41-page publication (NARP).....*Trains* reports that General Motors is trying to locate a buyer for its London (Ont.)-based Electro-Motive Division. With few orders on EMD's books, it has become apparent that most major railroads seem to favor the locomotives being offered by rival General Electric.

## **Budd** RDC Quiz (Second Section)

In May *Cinders*, we challenged you to match 35 clues with 35 railroads who operated Budd RDC's. Following that contest, *Trains* Magazine Senior Editor J. David Ingles gave us a few additional operators and clues (Thanks, Dave!). Don't submit your response to this short "Second Section"--we'll publish the answers in September.



- |   |  |
|---|--|
| ___ 36. Our one RDC shared its big-city terminal with C&NW        | JJ. Cape May Seashore Lines                            |
| ___ 37. The "Malahat" seems somewhat endangered                   | KK. Chesapeake & Ohio                                  |
| ___ 38. Purple-painted window bands were on our Budd RDC's        | LL. Louisville, New Albany & Corydon                   |
| ___ 39. One of our three original RDC's served Idaho              | MM. Massachusetts Bay Transportation Authority         |
| ___ 40. We ran Budds to the car owners former namesake city       | NN. Northern Pacific                                   |
| ___ 41. We operate the last true RDC-4                            | OO. Duluth, South Shore & Atlantic                     |
| ___ 42. Our state's first capital is served by tourist road RDC's | PP. Duluth, Winnipeg & Pacific                         |
| ___ 43. This RDC tourist run is on the cars' original route       | QQ. Quebec, North Shore & Labrador                     |
| ___ 44. Our RDC's came from C&NW, MKT and M&StL                   | RR. Esquimalt & Nanaimo                                |
| ___ 45. Our lone RDC, RDC-1 #500, now serves in Cuba              | SS. Southeastern Pennsylvania Transportation Authority |
| ___ 46. We sometimes towed a dome coach with our RDC's            | TT. VIA Rail Canada                                    |

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