



# CINDERS

FEBRUARY 2003



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Volume 64      Newsletter of the      Number 2

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

**PHILADELPHIA CHAPTER, NRHS WEBSITE: [www.trainweb.org/phillynrhs/](http://www.trainweb.org/phillynrhs/)**

### MEETING CANCELLATION NOTICE!

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

### 2003 RAY MULLER Slide Contest Rules

No entry form is required for the 2003 Ray Muller Slide Contest, but entrants must register in person, beginning at 7:15 PM. Registration closes at 7:30 PM, with no entries accepted after that hour. The slide contest is open to 2003 PAID-UP Philadelphia Chapter members ONLY!

## MEETING NOTICE:

### FRIDAY EVENING, FEBRUARY 21, 2003

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

Dinner at 6:15 PM (\$20.00 per person), Meeting at 7:30 PM  
Parking in Wills Eye Hospital garage, 9<sup>th</sup> Street above Locust  
(\$6.00 after 6 PM), Parkway garage, also 9<sup>th</sup> above Locust  
(\$5.75 after 6 PM), or Downtown Garage, Walnut Street east of  
10<sup>th</sup> (\$4.00 after 6 PM)

The annual **Ray Muller Slide Contest** will be the feature of the Friday, February 21, 2003 meeting, rules for which will be found on this page. The contest is named in honor of the late Chapter member who excelled in slide photography.

The evening begins with our usual sit-down dinner in the Faculty Club, Alumni Hall, Thomas Jefferson University, beginning at 6:15 PM, at a cost of \$20.00 per person. **DINNER RESERVATIONS ARE MANDATORY and MUST BE MADE BY TUESDAY EVENING, FEBRUARY 18, 2003 to Dinner Chairman Bill Gardiner at 215-632-7016.** The dinner entrée choices this month are **Chicken Francaise** or **Stuffed Flounder**. You must specify when ordering whether you wish a **MEAT** or **FISH** dinner. Please call **Bill Gardiner** with your reservation. **N0-shows will be responsible for payment for meals ordered!**

Please note that all meetings in the 2002-2003 year are scheduled in the Faculty Club, on the second floor of the Alumni Hall. Our March 21 meeting will feature Bill Schafer, Director Corporate Affairs, Norfolk Southern Corporation, with a presentation entitled **Planning for Passenger Trains in a Freight Environment**, an interesting program from the perspective of trying to satisfy the interests and needs of both the freight and passenger operators.

There are, as usual, six categories in the Contest, and categories (a) through (e) must contain only subject matter taken since March 1, 1988, and category (f) only subject matter before March 1, 1988. In case of uncertainty, the contest manager, Phil Mulligan, will rule on appropriate categories or will disqualify unsuitable entries. Contestant categories are:

- (a) **Steam**
- (b) **Diesel** (including RDC's, railcars, turbine-powered equipment, SPV-2000's, etc.)
- (c) **Heavy electric** (including multiple-unit commuter rail equipment)
- (d) **Light electric**
- (e) **General** (subjects not included in the first four categories, such as rights-of-way, signals, stations or other fixed facilities, buses, trackless trolleys, unusual railfans, etc.)
- (f) **Oldies** (any subject prior to March 1, 1987)

Each contestant may exhibit a maximum of four slides in each category, or grand total of 24 in the contest. The entrant must have personally taken the slide, and it may be in color or black and white, and subject matter from anywhere in the world. The contestant's name **MUST** be on the slide. After the initial screening, entrant will select **ONE SLIDE** in each category for the projectionist to use in the **FINAL** judging. Thus, only six (6) slides are actually permitted in the final presentation for any entrant.

This year again, in addition to the normal film prizes, there will also be a **Best of Show** prize, awarded in memory of G. Gerrish Williams, Chapter Member, author and photographer who passed away in 1998.

**BASIC RAILCAMP 2003**  
**Steamtown, Scranton, PA – July 20-26, 2003**



## PHILADELPHIA CHAPTER, NRHS WEBSITE: [www.trainweb.org/phillynrhs/](http://www.trainweb.org/phillynrhs/)

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.

*Cinders* is published 11 times a year by Philadelphia Chapter, NRHS, Inc. Correspondence regarding *Cinders* should be directed to the Editor at P. O. Box 7302, Philadelphia, PA 19101-7302. If your *Cinders* is received damaged or incomplete, contact the Editor at the address shown below for replacement.

**EXCHANGE COPIES** should be sent to: R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353.

## KENNETH B. HAVENS January 25, 2003

It is with deep regret that we inform you of the passing of Chapter Member Kenneth B. Havens, of Media, PA, on Saturday, January 25, 2003. Ken was 88 years of age at the time of his death. He had been a member of NRHS and Philadelphia Chapter since 1986.

A native of New York, Ken earned a degree in engineering from the City College of New York. During World War II, as an engineer for the U. S. Government, he helped design components for the atomic bomb project.

He held senior management positions in a number of companies following the War, ultimately retiring in 1980 to further his pursuit of rail transportation and model railroading as a hobby.

Ken was a 50-year member of the First United Methodist Church of Media, where he served on the Church's official board and its finance committee.

Ken had been a regular volunteer in the NRHS Library here in Philadelphia for quite a number of years, meticulously cataloguing and filing various railroadiana material. His quiet way of assisting was invaluable to NRHS in organizing our collections.

He is survived by two sons, Alan D. Havens and Edward B. Havens, as well as two step-daughters and grandchildren and great-grandchildren.

A graveside service was held on Thursday, January 30 at Mohnsville Cemetery in Mohnton, PA, just outside of Reading. It is anticipated that a memorial service will be held at a future date at his church in Media.

We extend our condolences to Ken's family, and thank them for sharing him with our organization.

## Membership Renewals Flowing In

As of February 1<sup>st</sup>, more than 91 percent of regular Philadelphia Chapter members had paid their NRHS and Chapter dues for the Calendar Year 2003.

As is our normal custom, the February issue of *Cinders* will be the last issue mailed to members who have not renewed for this year.

Our membership has been most generous in supporting the Chapter's ongoing FP7 903 project this year again, with more than \$6,500 contributed by full and Chapter-only members with their dues payments. A number of members have enhanced their contributions through foundation matching grants as well, all a big help as we continue the wiring upgrade and undertake brake replacement during the coming year.

## Chapter Railroadiana Auction Successful

For the second year in a row, Philadelphia Chapter held a Railroadiana Auction as the program portion of its January 17 meeting. Formerly scheduled in November each year, the officers of the chapter moved it to January, so that guest speakers would not be inconvenienced if it was necessary to cancel the program due to inclement weather.

A total of 60 lots of railroadiana were offered for sale at this year's event, almost the same as in 2002. A total of 20 lots of material were offered for the benefit of the Chapter by longtime Member Lewis L. Hoy. These lots included many vintage Pennsylvania Railroad timetables, and the 20 lots realized a total of \$553.00 for the Chapter. We thank Lew for his generosity.

Member Paul Kutta donated five lots of material, which realized a total of \$81.00 for the Chapter. Thanks, Paul.

The total gross from the auction was \$838.00, with \$553.00 going to the Chapter and \$285.00 to members. Larry Eastwood served as auctioneer, with Marie Eastwood handling the finances. The Chapter thanks all who participated in the event, and it is hoped that another auction will be scheduled in January, 2004.



# PHILADELPHIA



# EXPRESS

FRANK G. TATNALL, JR.



## SEPTA REGIONAL RAIL

SEPTA has decided to proceed with the controversial single-tracking of its Fox Chase Line over the 3.4 miles from "Newtown Junction" to "Cheltenham Junction" (see January *Cinders*). With this change, the #2 track, now shared by CSX freight trains and northbound R8 trains, will be used exclusively for freight service. Separation of passenger and freight traffic will satisfy CSX, which has been complaining about delays to its trains because of the preference given commuters. Under its contract with SEPTA, CSX could insist on taking over dispatching responsibilities along this section of its Trenton Subdivision (once known as the Reading's New York Short Line), on which SEPTA is merely a tenant. But the plan approved by the SEPTA board would convert the #1 track now used only by southbound R8 trains to bi-directional operation, with two new passing sidings to be installed. This will allow high-level platforms to be constructed at Olney and Lawndale stations, along with an undergrade pedestrian tunnel at Lawndale. In addition, CSX will enjoy increased clearances due to the removal of catenary over the #2 track. SEPTA denies accusations from DVARP and others that the decision will result in increased delays for Fox Chase riders.

On January 8 SEPTA received several proposals for the manufacture of 104 new Silverliner V MU cars (see January *Cinders*). After an exhaustive review of the proposals, SEPTA by early this summer expects to award a contract estimated to cost about \$300 million.....The Railroad Division's Annual Service Plan now being prepared may suggest the closure of several lightly-used stations on the Doylestown, Media-Elwyn and Marcus Hook-Wilmington lines.....The Rail Power Project resumed on the weekend of January 11-12 rather than the previous weekend as advertised, because of the postponed Mummers Parade which was held on Saturday, January 4. The replacement of overhead catenary from Suburban to 30<sup>th</sup> Street Stations requires the busing of all Regional Rail lines on Saturdays and Sundays between center city stations (except for the R1 Airport Line which is bused over its entire route) ..... Timetable collectors should be aware that SEPTA has issued special weekend timetables for each Regional Rail line, showing the shuttle bus service provided during the Rail Power Project. The catenary work is expected to continue until July.

As part of the Wayne Junction-Glenside improvement project, the abandoned Logan station has been demolished. This will allow the straightening of the #2 Mainline track through the former platform area.....During construction of the new station at Melrose Park, the #1 southbound track has been relocated to the space once occupied by the old center

track.....Delaware Car Company of Wilmington will be awarded a \$250,000 contract to rebuild Silverliner IV #382, which was damaged in a collision in Powelton yard last July..... SEPTA's notoriously unreliable RL1 locomotives #60 and 61 will receive new control systems, under a contract with Brookville Equipment Corp.....SEPTA has granted its consulting firm, Urban Engineers, a year's extension to complete the Major Investment Study and Draft Environmental Impact Statement for the Schuylkill Valley Metro project. The new deadline is December 31, 2003.....No new contract has yet been awarded to complete work on the Superfund cleanup of Paoli yard (see May 2002 *Cinders*). The original contractor declared bankruptcy a year ago.

In a bizarre incident on the evening of January 13, a woman drove her automobile in the gauge of SEPTA's Mainline #2 track for nearly half a mile north of Jenkintown. She apparently approached the tracks at the Rices Mill Road grade crossing, then suddenly turned north on the railroad right-of-way, driving over the ties almost to Glenside station. Police were alerted by the crew of R2 train #269 approaching on #1 track from the opposite direction. It took nearly two hours to remove the auto, during which time many trains were delayed or turned back to avoid the area (Burt Eisenberg).....SEPTA has released its easement on the old Union Station in Bethlehem, PA, now owned by the City. Commuter rail service over the ex-Reading line into Bethlehem ended on June 30, 1981, but SEPTA retained the right to use the station. The new agreement requires the City to provide a ticket office and waiting room for SEPTA in the event service might someday resume (DVARP).....An 84-year-old woman was injured when she tried to board an R1 Airport train as it pulled out of the Terminal A station on January 21. One of her legs became wedged between the train and platform and she was dragged a short distance. She suffered no broken bones and was treated at a hospital and released.....Reconstruction of the ancient Bethlehem Pike bridge across SEPTA's Mainline at Fort Washington station is now scheduled to begin in June.

SEPTA will renew its agreement with the State of Delaware in order to continue its commuter service to Wilmington and Newark. The five-year extension requires the Delaware Transit Corp. to reimburse SEPTA for its direct costs in providing the service, as well as furnishing liability protection. A necessary component of this contract will be a Northeast Corridor Access & Services Agreement with AMTRAK, which owns the railroad. DTC also agreed to pay SEPTA \$425,000 in disputed charges incurred during 2001.....Delaware Transit is proposing to add 1.5 miles of third main track south of Wilmington's "Yard" interlocking to allow for increased frequency of commuter trains to and from Newark. The present Newark station is to be relocated one half mile north to Chapel Street, at "Davis" interlocking. As part of this new initiative, DTC said it will discontinue its efforts to build a downtown trolley line in Wilmington (Owen Robatino)..... Those \$8 Bouquet Passes are now on sale, good for unlimited one-day travel on SEPTA during the Philadelphia Flower Show March 2-9 at the Pennsylvania Convention Center. (Continued on Page 4)



## PHILADELPHIA EXPRESS

(Continued from Page 3)

### SEPTA TRANSIT



SERIOUS ABOUT CHANGE.

For the first six months of Fiscal Year 2003, SEPTA's passenger revenues were \$600,000 or 0.4 percent above budget, and \$3.2 million or 2.1 percent ahead of the same period a year ago. Average daily linked (one-way) ridership of 724,000 was three percent or 17,000 trips above budget and three percent higher than the previous year. Regional Rail was the only division running below budget for FY 2003, with 102,000 daily riders. Revenues on Regional Rail were 1.6 percent below budget and about even with the FY 2002 period. SEPTA's cumulative surplus after subsidies for the first six months of FY 2003 was \$1.1 million, versus a \$1.5-million deficit a year ago..... On the capital side, Congress in mid-January still had not completed work on appropriations for FY 2003, including a bill to fund the Department of Transportation. Some of the so-called "earmark" appropriations for SEPTA projects may be in danger, and this is the first year that data from the 2000 Census is being used to determine funding allocations among states. Because other regions of the country have experienced faster population growth, the Northeast is expected to suffer some reductions in funding.

Work has begun on SEPTA's operating and capital budgets for Fiscal Year 2004, beginning this July 1. Public hearings will be scheduled in May with board action in June. Because of the anticipated cut in funding from the Federal government, these budgets are expected to be tight and possibly run deficits. No new major capital projects are likely to be proposed. A major concern is the upcoming reauthorization of TEA-21, the Transportation Equity Act for the 21<sup>st</sup> Century, which expires this year. SEPTA is vitally interested in future funding levels for transit in the reauthorized law. The American Public Transportation Association, in fact, is pushing for a 12-percent annual increase in appropriations for transit-related projects.

The new administration in Harrisburg is currently facing a \$2-billion budget deficit, which may impact the appropriations for SEPTA and other transit agencies. But newly-elected Governor Ed Rendell is sympathetic to the needs of southeastern Pennsylvania, and Rendell's nominee for PennDOT secretary, Allen D. Biehler of Pittsburgh, is the first person with a transit background to hold that job. In addition, University of Pennsylvania Administrator Michael Masch, who served as Philadelphia budget director during Rendell's first term as mayor, has been selected as the State's new budget secretary. But the Legislature is still in Republican hands..... SEPTA has received several proposals for new buses, to be delivered at the rate of 100 per year in 2004, 2005 and 2006. An extra 20 buses may be added each year in the expected \$100-million contract to be awarded this spring .....The first two of 20 hybrid diesel-electric buses ordered from New Flyer are currently in test service on SEPTA .....A \$100-million contract for guideway work on the Market Street elevated reconstruction project is currently out for bid, with responses due this month.

Pass sales have increased substantially since the fare increase of July 2001, with weekly passes up from 57,000 to 65,000. Accordingly, cash fares are down 14 percent while token sales have held steady.....A 55-year-old Collingswood, NJ man was killed when he jumped in front of an eastbound Market-Frankford train at the 34<sup>th</sup> Street station on the morning of January 6. Service was disrupted for two hours as trains in both directions were operated on the westbound track.....SEPTA's Broad Street subway logged a record number of Eagles football fans this season on its expresses to Pattison Avenue station. The trains carried about 84,500 passengers for the ten home games at Veterans Stadium, including 13,000 for the NFC championship game on January 19 (*Trains*).....SEPTA will bus trackless trolley Route 29 in South Philadelphia beginning sometime this winter or spring, to allow the Philadelphia Housing Authority to replace the old Tasker Homes at 29<sup>th</sup> & Tasker Streets. This will necessitate removal of the trolley poles and wire in the Tasker Homes area. If and when SEPTA resumes trackless service on the line, the PHA will be responsible for the cost of replacing the overhead.....On the evening of January 23 several gunshots were fired through the windows of a Route 52 bus on Greenway Avenue near 53<sup>rd</sup> Street in Southwest Philadelphia. The shots narrowly missed several women and children riding in the bus.....Wendy Stern has resigned as chief officer-service planning at SEPTA. Chapter Member Tom Collins has been appointed acting chief officer.



## AMTRAK

The recasting of trains 43 and 44 Pennsylvanian into a New York-Pittsburgh service has been delayed until February 10. Prolonged negotiations between AMTRAK and NORFOLK SOUTHERN concerning the schedules west of Harrisburg resulted in the original January 27 date being pushed back. In the meantime, the trains will continue to run to and from Chicago on their present schedules. Dropping of the head-end and rear-end express business will allow a speedup in both directions, with the reborn #43 leaving New York at 7:10 AM (in place of #641), stopping only at Newark, Trenton and 30<sup>th</sup> Street. After a 20-minute power change, the five-car Amfleet train will leave 30<sup>th</sup> Street at 8:40 AM behind a single P40 or P42, then depart Harrisburg at 10:45 AM for arrival in Pittsburgh at 4 PM., 20 minutes faster than the present Philadelphia-Pittsburgh service. Tentatively, the new #44 will leave Pittsburgh at a more useful 7:30 AM (versus the present 1 PM), then leave Harrisburg at 1 PM in place of #650, arrive 30<sup>th</sup> Street at 3 PM and New York at 4:40 PM. This is 45 minutes faster across Pennsylvania than the present train. Meanwhile, trains #40-41 **Three Rivers** will also shed their voluminous express business (but retain the mail), with #40 getting a new schedule. It will leave Chicago at 10:30 PM, Pittsburgh at 10 AM (versus 8 AM now), and arrive at 30<sup>th</sup> Street at 6 PM (versus 4:25 PM today). For now, westbound #41 will continue to operate on its present schedule. No longer will there be pickups and setoffs of express cars at Harrisburg, and mail will be handled during the station stop.

A tenth Acela Express is to be added to the New York-Boston schedule, effective January 27. Among numerous Northeast Corridor timetable changes on that date, a new weekday Acela Express #2158 will leave Washington at 9 AM, replacing

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## PHILADELPHIA EXPRESS

(Continued from Page 4)

Metroliner #106, and operate through to Boston. At the same time, Acela Express #2104 will be replaced by Metroliner #104 leaving the nation's capital at 8 AM. There will be a total of 13 Acela Express trainsets in service at any one time, up one from the previous schedule, out of 19 sets now on the property. Card schedules will again be issued for the NEC, with full Northeast and National timetable booklets due on April 28.....AMTRAK last month announced a major winter fare promotion, with coach fares reduced up to 25 percent on many long-distance trains outside the Northeast Corridor. In many cases, fare-paying passengers may bring along a companion for free. Tickets must be purchased by February 15 for travel before August 29.

AMTRAK's future was still hanging in the balance last month, as an omnibus appropriations bill for the current fiscal year was introduced in Congress. It contained only \$826 million for Amtrak, far short of the \$1.2 billion which the railroad says it needs to stay alive. But the Senate approved the full \$1.2 billion after a bipartisan amendment was introduced by 13 Senators to restore the higher funding. In a "Dear Colleague" letter circulated to all members, these Senators said, in part, that Amtrak President David Gunn "is reforming the railroad. He has taken practical steps to bring stability to Amtrak; he has opened the company's books and made them available to the U.S. DOT and each of the Oversight Committees in Congress, and he has made the decisions to shrink the Amtrak workforce and eliminate certain services. He has been straightforward with Congress about the critical shortages confronting Amtrak and the fiscal realities they face." Even Senator John McCain, a longtime Amtrak critic, supported the amendment. But when the FY 2003 omnibus bill came up for a final vote on January 23 it approved a three-percent across-the-board cut for all programs, reducing Amtrak's appropriation to \$1.165 billion (NARP, *Trains*).

There was no assurance, however, that the \$1.165 billion figure would stand, because the final bill still had to be hammered out in a conference committee with the House which had previously proposed just \$762 million. Earlier in the month, Gunn told lawmakers that if Amtrak did not get something close to its \$1.2-billion request, there would be "no other choice but an orderly shutdown of all service this spring or sooner." The well-connected *Kiplinger Washington Letter* last month predicted that Congress will give AMTRAK "just enough money to keep the passenger railroad from collapsing...a tad under \$1 billion." But *Kiplinger* also said that lawmakers this year will be too busy with other issues to tackle the job of overhauling the intercity rail passenger business. It may take a serious accident caused by decaying infrastructure to finally force Congress to act.....The *Wall Street Journal* reported on January 21 that President David Gunn has told the Bush Administration that AMTRAK will require even more Federal dollars in 2004 and the years ahead, in order to keep the railroad running, rebuild its aging infrastructure and buy new equipment.

Architect's drawings of the proposed Cira Centre office tower, to be built just north of 30<sup>th</sup> Street Station, are hanging in large displays in the station's main concourse (see June 2002 *Cinders*). The unusually-proportioned 32-story structure, a venture of Brandywine Realty Trust, would be linked directly with the station via a covered walkway over Arch Street. Last month, the Berwind Property Group announced that it will build a nine-

level, 1,534-space parking garage adjacent to the Cira Centre site, on part of the space now occupied by an open-air parking deck. The garage is to be ready for business by mid-2004 .....Because of AMTRAK's current financial crunch, PennDOT and the railroad have scaled back their \$140-million program to upgrade the Philadelphia-Harrisburg Keystone Corridor. A new \$20-million agreement has been signed to pay for ongoing welded rail installation and tie replacement along the western sections of the 102-mile line (Harrisburg Chapter).



CSX,  
NS  
OTHER ROADS

A Senate hearing on the nomination of CSX Chairman John Snow to become President Bush's treasury secretary was scheduled for January 28. Most observers saw smooth sailing for Snow, but according to a report in *Business Week* CSX paid no Federal taxes for two of the years when Snow ran the company, and actually received more than \$100 million in refunds. This led one watchdog group, Citizens for Tax Justice, to label him a "corporate freeloader".....CSX has announced that it will sell its domestic steamship operation, CSX Lines, to the private equity firm Carlyle Group for \$300 million. Once part of container pioneer Sea-Land Service, most of which was sold several years ago, CSX Lines operates between the continental U.S., Alaska, Hawaii, Guam and Puerto Rico. CSX President Michael Ward said that the transaction "is consistent with our long-term strategy of becoming a more rail-based organization" .....CSX has joined the Environmental Protection Agency's new "Smartways Transport" program, which aims to cut significant amounts of air pollution caused by surface freight carriers (*Weekly Rail Recap*).

A \$100-million retail and residential "town center" development is planned for the Worthington Steel site along U.S. 202 in Chester County, according to a story in the *Daily Local News*. This modern specialty mill was served first by the Reading's Chester Valley branch, then by CONRAIL which built a new siding from the ex-Pennsy Dale secondary track (former Trenton Cut-Off), and finally by NORFOLK SOUTHERN. But the mill was closed last year and the 38-acre property sold for \$12.5 million in December.....A CSX freight train smashed into the rear of another freight train near Wayne Junction station about 4 PM on Saturday, January 25. Train Q174 was waiting at "Newtown Junction" for SEPTA R8 train 1840 to pass, when empty trash train K276 plowed into it on the depressed Trenton Subdivision track that passes under Germantown Avenue. At least one container flatcar was derailed, but the only injury reported was to the engineer of K276, who suffered a broken nose. There were no delays to SEPTA trains and no CSX trains were detoured over SEPTA before the wreckage was cleared.

The start-up of service on NJ TRANSIT's controversial Southern New Jersey Light Rail Line has been set back to late summer or early fall of this year, the *Inquirer* reported last month. And as previously stated in this column, the cost of the 34-mile line between Camden and Trenton is expected to balloon from \$604 million to nearly \$1 billion. Governor McGreevey has attacked the project as a politically inspired boondoggle with low ridership potential, estimated at only 6,000 daily passengers.

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## PHILADELPHIA EXPRESS (Continued from Page 5)

Because of the difficulty in justifying the line, no Federal funding was requested or received. Construction continues, while testing of the Bombardier-built diesel LRV's is being carried on at the Camden end of the line.....NJ Transit Executive Director George Warrington announced in December that his cash-starved agency would eliminate 170 administrative and other non-union positions, as a means of saving \$15 million annually. The agency has about 1,970 non-union employees out of a total workforce of 11,000. A "modest increase" in rail and bus fares was also possible this year, he said, after NJT raised them an average of ten percent last April (Jersey Central Chapter).....On January 3 NJT train #4615 bound for Atlantic City struck and killed a woman who was lying on the track a mile east of Egg Harbor City.

PennDOT last month announced another round of grants for railway improvements in the Commonwealth. Included in the \$6.3-million program were \$481,500 to Bethlehem Steel-owned BRANDYWINE VALLEY RAILROAD for track rehabilitation and \$377,800 to READING, BLUE MOUNTAIN & NORTHERN for rebuilding a former Jersey Central bridge near Jim Thorpe.....International Steel Group has offered to buy the assets of bankrupt Bethlehem Steel Corp. for \$1.5 billion. Once America's second-largest steel producer, Bethlehem now has only 12,000 employees working at the Burns Harbor mill in Indiana and the Sparrows Point plant near Baltimore, MD, as well as at former Lukens plants in Coatesville and Conshohocken. Bethlehem filed for bankruptcy protection more than a year ago, and at one time was involved in merger talks with rival U.S. Steel.....The United Transportation Union last month won its battle with the Brotherhood of Locomotive Engineers for the right to operate remote-control locomotives. BLE President Don Hahs was "outraged" at the decision by a Federal arbitrator, saying that it "creates serious safety concerns for railroad employees and the general public" (*Traffic World*).....Gary Shields, former president of BRANDYWINE VALLEY and other Bethlehem Steel roads, has been named president of the Northumberland (PA)-based North Shore Railroad System. He succeeds NSRS Owner Richard Robey who remains as chairman and CEO of the company, which runs eight shortlines (*Trains*).

The Federal government needs to spend more money on upgrading the nation's rail freight system. That is the conclusion of a report released last month by the American Association of State Highway & Transportation Officials, which predicts that U.S. railroads will carry 57 percent more traffic by 2020 than they do now. But Joseph Boardman, chairman of AASHTO, said that the private carriers will fall up to \$2 billion short each year in making the capital improvements needed to meet these capacity demands (*Trains*) ..... A railroad trust fund is a concept being pushed by Democratic Representative William Lipinski of Illinois. It would provide money for railroad infrastructure improvements similar to what the existing trust funds for highways and aviation do for those modes. But the idea is opposed by the Association of American Railroads, which says the carriers themselves should determine how to spend their capital dollars, possibly through public-private cooperation (*Traffic World*).....Last month Richard F. Timmons, president of the American Short Line & Regional Railroad Association, said that it will take up to \$7 billion to rebuild the entire U.S. shortline system so that it can handle 286,000-pound railcars. His group will be represented at

the annual "Railroad Days on the Hill" conference February 26 in Washington, when it will urge Congress to increase funding for shortlines in the upcoming reauthorization of TEA-21, the Transportation Equity Act for the 21<sup>st</sup> Century.

The Railroad Retirement Board reports that it expects 11,800 U.S. railroad workers to reach age 60 with at least 30 years of service in 2003, making them eligible for full retirement benefits. A total of 6,165 railroaders retired in 2002 (*Weekly Rail Recap*).....The STRASBURG RAIL ROAD, in cooperation with the Federal Railroad Administration, has developed a training course on steam locomotive inspection procedures, to be used by FRA inspectors. Strasburg provided the facilities and employees for presenting the course and giving hands-on training (Harrisburg Chapter).....Lackawanna & Wyoming Valley Chapter reports good progress in its campaign to raise funds for the restoration of ex-BOSTON & MAINE Pacific #3713 at the Steamtown shop in Scranton. Work on the locomotive will continue this year, with flue and staybolt work taking priority .....EMD-built SW1 #9423 is now the principal power on EAST PENN RAILWAYS' Bridgeport (PA) operation. The half-century-old unit began life as Pennsy #9423 in 1950, later becoming Penn Central 8523, AMTRAK 252 and 739. It wound up in private ownership on the NEW HOPE & IVYLAND as 9423 before taking over its present assignment of shuttling boxcars to and from the NS connection at Bridgeport.....Paul M. Tellier, the man credited with turning CANADIAN NATIONAL into what many consider the most efficient railroad on the continent, is the new CEO of Canadian-based Bombardier, Inc. The diversified transportation firm has 80,000 employees and took in revenues of C\$21.6 billion last year.

### Help Wanted

**Volunteers needed to staff Philadelphia Chapter membership/sales table at Greenberg Shows at Fort Washington, PA (February 15-16) and Pennsauken, NJ (March 8-9). If you are able to donate a couple of hours on any date, please contact David Kopena at 215-671-0605.**

### SEPTA PCC Update

Responding to a report in December *Cinders* regarding a sighting of SEPTA PCC car #2753 near Doylestown during December, Member Don Riegel provided us with some information on which PCC's are currently undergoing rebuilding at Brookville, Pennsylvania for use on the Girard Avenue Light Rail Line.

A total of 15 cars had been shipped to Brookville at the end of December. The first car, 2750, painted in the PTC green scheme, was shipped from Elmwood on February 25, 2002, and should emerge as prototype car 2320. All remaining cars, except 2741, which was shipped August 8, 2002 from Germantown, will come from cars stored at Luzerne depot.

The cars from Luzerne, in numerical order, and their shipping date are: 2182 (10/03/2002), 2196 (11/18/2002), 2197 (8/28/2002), 2726 (9/23/2002), 2730 (10/17/2002), 2738 (3/18/2002 - this is slated to become car 2321), 2746 (12/05/2002), 2747 (9/09/2002), 2753 (12/19/2002), 2758 (11/04/2002), 2770 (2/27/2002), 2777 (6/20/2002) and 2798 (7/15/2002).



**FEBRUARY 15-16, 2003:**

Greenberg Train Show at Fort Washington Expo Center, Virginia Drive, Fort Washington, PA, 10 AM-4 PM both days. Admission: \$7 adults, \$2 children (6-12), good for both days. For information, telephone 410-795-7447 (website: [www.greenbergshows.com](http://www.greenbergshows.com)). Philadelphia Chapter will be represented with a sales and membership table.

**FEBRUARY 22:** Annual "Snow Train to Vermont"

from Boston, MA to Brattleboro and Bellows Falls, VT, via CSX and New England Central, sponsored by Mass Bay RRE. Special Amtrak train leaves Boston (South Station) at 7:40 AM, returning about 9 PM. Fares: \$70 adults, \$35 children (12 and under), \$379 first class in private car *Caritas*. Various optional activities are available at destination. Order tickets from: Mass Bay RRE, P. O. Box 4245, Andover, MA 01810-0814. For information, see website: [www.massbayrre.org](http://www.massbayrre.org).

**FEBRUARY 22-23:** Annual Spring Thaw Train Meet

in Agricultural Hall at the Fairgrounds, 17<sup>th</sup> & Chew Streets, Allentown, PA, 9 AM-3 PM, sponsored by Allentown Train Meet Associates. Admission: \$5 adults, \$2 children (5-12). For information, telephone Bob House at 610-821-7886.

**FEBRUARY 24:** West Jersey Chapter, NRHS monthly

meeting, Haddonfield Borough Hall (2<sup>nd</sup> floor), 242 Kings Highway East, 7:30 PM. Program will feature potpourri of movie films during the 1940's and 1950's taken by Carl Pfeiffer showing the Reading and the Maryland & Pennsylvania Railroads.

**MARCH 2:** Annual Train Show & Sale at Mother

Seton Regional High School, Clark, NJ. (Garden State Parkway Exit 135), 9 AM-3:30 PM, sponsored by Jersey Central Chapter NRHS. Admission: \$4 adults, \$8 maximum per family. For information, write: Jersey Central Chapter NRHS, c/o Mitchell Dakelman, 334 South 3<sup>rd</sup> Avenue, Highland Park, NJ 08904-2515.

**MARCH 8-9:** Greenberg Train Show at South Jersey

Expo Center, Pennsauken, NJ, 10 AM-4 PM both days. Admission: \$7 adults, \$2 children (6-12), good for both days. For information, telephone 410-795-7447 (website: [www.greenbergshows.com](http://www.greenbergshows.com)). Philadelphia Chapter will be represented with a sales and membership table.

**MARCH 15:** Annual Train Show and Memorabilia

Sale, sponsored by Harrisburg Chapter, NRHS, at I. W. Abel Union Hall, 200 Gibson St., Steelton, PA, 9 AM-3 PM. Admission: \$4 per person. From the east, take I-83 to Exit 44B, turn left on 17<sup>th</sup> Street, left on Paxton Street, right on 19<sup>th</sup> Street to Gibson St.

**MARCH 15:** 22<sup>nd</sup> annual Canal History & Technology

Symposium at William E. Simon Center, Lafayette College, Easton, PA, sponsored by National Canal Museum and Lafayette College. Among seven research papers to be presented are "A Technological History of the Reading Coal & Iron Company's St. Nicholas Central Anthracite Breaker" and "The Mystery of the Delaware & Hudson Canal Company's Locomotive *America*." Registration fee is \$60 per person by March 7, which includes continental breakfast, buffet lunch, reception and copy of the full proceedings. To receive a registration form, telephone the National Canal Museum at 610-559-6613.

**APRIL 12:** EastRAIL '03 at Warren Hills Regional

High School, Washington, NJ, 10 AM-6 PM, sponsored by United Railroad Historical Society, featuring professional multimedia sound/slide programs. Scheduled presenters include *Railfan & Railroad* Editor Steve Barry, Photographers Ted Bensen, Ron Flanery, Jim Boyd and Mike Harting, among others. Admission in advance \$10 adults, \$5 children or at door \$15 adults, \$8 children. Order tickets from: URHS-NJ, 158 Heights Terrace, Middletown, NJ 07748, making checks payable to URHS-NJ. For information, telephone 732-671-9644 between 7 and 9 PM (website: [www.urhs.org](http://www.urhs.org)).

**JUNE 30-JULY 6:** "Star Spangled Rails" national

convention of NRHS and Railway & Locomotive Historical Society in Baltimore, MD, sponsored by Washington, DC Chapter NRHS and R&LHS, celebrating 175 years of railroading in the United States. Numerous events and excursions are planned. The convention headquarters will be at the Wyndham Inner Harbor Hotel. The pre-registration period has expired, but NRHS members may register for the convention by sending check or money order for \$45 per person or family, payable to "Baltimore Rail Convention 2003" to: Star Spangled Rails, P. O. Box 441668, Fort Washington, MD 20749-1668. For information, visit website: [www.starspangledrails.org](http://www.starspangledrails.org).

**JULY 20-26:** Basic RailCamp 2003 at Steamtown

National Historic Site, Scranton, PA, sponsored by NRHS and National Park Service, with assistance from Canadian Pacific Railway and the University of Scranton. Tuition is \$550. per person and capacity is limited. Participants may be entering 9<sup>th</sup> grade in September, 2003 to having finished 12<sup>th</sup> grade in June, 2003. For information, contact: Basic RailCamp 2003, NRHS, P. O. Box 58547, Philadelphia, PA 19102-8547.

**THROUGH JULY 2003:** Special exhibition of

portraits and images of America's 19<sup>th</sup> Century railroad barons at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD. Collection is on loan from the Smithsonian Institution's National Portrait Gallery. Regular admission charges apply. For information, telephone 410-752-2490 (website: [www.borail.org](http://www.borail.org)).

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## January Trivia Quiz Entries Received

Another in our series of railroad quizzes was printed on Page 9 of the January issue, and the contest had drawn 11 entries as of February 1. A typographical error occurred on one answer. The correct name for "M" should have been Marjorie **Woodworth** and not Marjorie **Woolworth**.

Six of the entrants had perfect scoresheets. Those members were Henry Adamcik, John Burke, Sam James, Frank Kozempel, Matt Mitchell and Don Wentzel. One of the six names will be drawn at the February 21 meeting for a prize.

The correct answers were: 1-R; 2-N; 3-I; 4-U; 5-X; 6-P; 7-A; 8-Y; 9-B; 10-D; 11-S; 12-W; 13-C; 14-V; 15-E; 16-M; 17-T; 18-G; 19-O; 20-L; 21-K; 22-Q; 23-J; 24-H and 25-F.

There will be more quizzes in future issues of *Cinders*. We would like to have more members sending responses in from the quizzes. They do generate some discussion among members trying to seek out the correct answers.



## Revised SEPTA Dispatcher Assignments

SEPTA'S new Regional Rail Operations Center (RROC), located in the 1234 Market Street headquarters building, is nearly complete. By mid-January, all remote towers had been closed (except for "Broad" in Suburban Station), with dispatchers in the RROC directly controlling virtually all of the SEPTA-owned lines.

Below are the territorial responsibilities for each of the six dispatcher positions, together with the AAR radio channels monitored on each line:

**Desk 1** – Bethlehem Line (64), Doylestown Line (90), Mainline Glenside "Carmel" to Lansdale "Dale" (90), Stony Creek Branch (90), Warminster Line (90).

**Desk 2** – Fox Chase Line (90), CSX Trenton Sub. "CP-Newtown Jct." to "CP-Cheltenham Jct." and Woodbourne "CP-Wood" to West Trenton "CP-Wing" (58), Mainline "CP-Newtown Jct." To Glenside "Carmel" (90), Neshaminy Line (90).

**Desk 3** – Chestnut Hill East Line (90), Mainline "16<sup>th</sup> Street Jct." to "CP-Newtown Jct." (90), Norristown Line (90).

**Desk 4** – Mainline "20<sup>th</sup> Street" to "16<sup>th</sup> Street Jct." Via center city tunnel (16).

**Desk 5** – Chestnut Hill West Line (16), Mainline "Zoo" to "20<sup>th</sup> Street" (16), West Chester Line "Schuylkill" to "Walnut" (16).

**Desk 6** – Airport Line (16), Ivy Ridge Line (16), West Chester Line "Walnut" to "CP-South Elwyn" (16), Glen Mills Running Track (16).

SEPTA's Philadelphia-Paoli-Thorndale, Philadelphia-Marcus Hook-Newark and Philadelphia-Trenton services are dispatched over most of their routes by Amtrak. Shorter segments of the Airport, Chestnut Hill West and Ivy Ridge (Cynwyd) lines are also dispatched by Amtrak.

### Explanation of SEPTA Radio Channels

AAR Channel	Description	MHz
16	SEPTA South Road	160.35
58	CSX Road	160.98
64	CSX Road	161.07
90	SEPTA North Road	161.46

#### Other Channels Used by SEPTA

12	SEPTA MofW	160.29
19	SEPTA Yard	160.395
35	Amtrak Harrisburg Line	160.635
54	Amtrak Corridor Road	160.92

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